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American Railroad Journal.

New York Saturday, October 8, 1870.

Panama Railroad.

At a regular meeting of the Board of Directors of this Company, held this day, a resolution was adopted to the effect that it is considered expedient to return to the system of semi-annual dividends which existed prior to the year 1862, and in explanation of such action, the undersigned was directed to present the following statement to the stockholders.

During the last eighteen months the revenue of the Company has materially diminished. The causes of this are well understood, and are as follows:

1. The diversion of the most profitable part of the passenger and specie traffic from the Isthmus route, consequent upon the opening of the Pacific Railroad.

2. The establishment of a steamship line between England and the west coast of South America, through the Straits of Magellan.

3. The reduction in rates for passengers and freight, rendered necessary by this competition.

4. The temporary and exceptional increase in the per centage of working expenses upon gross earnings, due to the impossibility of curtailing the former as fast as the latter fell off.

5. The decline in the premium on gold, in which the greater part of the Company's receipts consist.

Against these adverse influences, the full effect of which it is believed may now be appreciated, is to be put, with reference to the future:

1. The results to be derived from a rigidly economical administration—to which matter the attention of the directors was given at an early day, with results which are already apparent and highly satisfactory.

2. The effect of the reduction in rates for passengers and freight in increasing business and net earnings, which the receipts of the last three months, as compared with the four months preceding, justify the directors in hoping will be more and more apparent.

3. The demonstration afforded by experience that transportation of freight between New York and San Francisco via the Isthmus of Panama can be satisfactorily carried on in competition with the Pacific Railroad, both in respect to rates and time, and even at rates below those now charged by the latter.

4. The organization, independently of this company, of new enterprises for the development of traffic for the Panama route, in connection with steamship lines between German and other ports and the Isthmus, some of which will soon be put in operation with the certain result of increasing the business of the Railroad.

5. The subject, which the directors have under consideration, of the establishment, in co-operation with other companies interested in the Isthmus trade, of new important steamship lines on the Pacific.

6. The condition of the Company's Central American trade, which is now in its hands exclusively, under contracts with the Republics of Costa Rica, Nicaragua, Salvador, Honduras and Guatemala, from all which Governments important advantages are enjoyed, with cash subsidies from four of the number.

The gross earnings of the road for the nine months ending Sept. 30th, were—collected \$955,218 92
Parts of August and September, for which returns are not received—estimated 150,000 00
\$1,105,218 92

From which deduct—
Subsidy to Colombian Government \$187,500 00
Interest on bonds 162,828 74
Working expenses, (corresponding period of 1869—\$784,071) 388,870 96
Office expenses 25,138 67
764,358 07

Net for nine months..... \$340,860 85

The present condition of the Company is as follows:

Cost of railroad including payments for extended contract..... \$9,500,000 00
Am't in bank and loans on demand..... \$455,563 92
U. S. 6s, 1881, at par... 100,000 00
In hands of bankers and agents 191,905 00
\$747,498 92

Four steamers in the Central American trade, and amount paid on an additional one now building. 550,000 00
Steam tugs and iron launches in Bay of Panama, sailing vessels, &c... 250,000 00
Real estate in the City of Panama, and one-half ownership of islands in the bay, at cost 73,140 00
Vacant lands on the Isthmus, amounting to about 300,000 acres, the value of which it is difficult to estimate.

The capital stock is \$7,000,000.
There is no floating debt.

The bonded indebtedness of the Company is as follows:

Payable in 1872—£152,775 at \$4.85. \$740,958 75
" 1875— 19,250 " 98,847 50
" 1897— 597,800 " 2,899,330 00
£769,925 \$2,784,136 25

To meet this sinking fund has been provided, which is invested as follows:

\$100,000 U. S. 6s, 1865, at 112 \$112,000 00
\$100,000 " 1867, " 110.50.. 110,500 00
\$200,000 consolidated bonds of the Ohio and Miss. R. R. Co., at 87½.. 175,000 00
1,500 shares Panama R.R. Co., at 77½.. 116,250 00
Loans on collaterals—cash in Trust Co., and accrued interest..... 675,654 00
\$1,189,404 00

Which, with accumulations, will retire the bonds at maturity. DAVID HOADLEY,

President.

New York, September 24, 1870.

Macon and Augusta Railroad.

The contractors had confidently expected to finish this road by the first of October, but disappointment by the non-arrival of the vessel having on board the iron necessary to its completion, will delay the work beyond that period. The contractors have sufficient force to lay the remaining portion of the track, about five miles, in a short time, as soon as the iron arrives. The vessel by which the iron is expected is now more than three weeks overdue. The road is open to the public for some ten miles beyond Milledgeville.—Augusta Chronicle.

Memphis and Charleston Railroad.

The earnings of this road for the years ending June 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers.....	\$600,544 37	\$818,903 65
" freight	478,183 25	638,658 22
" mail	34,371 53	34,373 99
" express, etc.....	69,710 07	57,154 53
	\$1,182,759 22	\$1,549,090 39

Expenses, viz:

Conducting transp.....	\$254,125 91	\$303,129 55
Motive power.....	241,257 22	366,750 82
Maintenance of way....	200,013 26	272,316 92
Maintenance of cars...	86,149 88	138,232 14

\$781,546 27 \$1,080,429 43

Net earnings.....\$401,212 95 \$468,660 96

From the above expenses of 1870 should be deducted the sum of \$70,157 79 for extraordinary expenditures, charged to operating by resolution of the stockholders, which while they add to the permanent value of the property of the company, cannot be charged to the proper accounts, as heretofore, the construction and equipment account being closed. Deducting this sum, will leave the actual operating expenses \$1,010,271 64—an increase over the previous year of \$228,725 27; which deducted from the increase in earnings, \$366,331 17, will leave a net increase over 1869 of \$137,605 80. The increase in receipts has been, from passengers, \$218,359 23, of which \$136,040 25 is local, and \$82,319 03 is through. From freights \$160,524 97, of which \$24,447 35 is local, and \$136,077 62 is through. Increase from mails, \$2 46. Decrease has been, from express \$2,028 49, and from rents and privileges \$10,529 07. The operating expenses are 65½ per cent., and the gross expenses 80¼ per cent. of gross receipts.

A comparison of receipts and expenses per mile of road operated in 1869 and 1870, exhibits the following result:

	1869.	1870.
Receipts per mile of road..	\$4,078 48	\$5,341 69
Expenses " " ..	2,694 98	3,483 69
Net " " ..	\$1,383 50	\$1,858 00
Receipts per mile run.....	\$1 44.84	\$1 83.89
Expenses " " ..	97.71	1 19.93
Net " " ..	\$0 47.13	\$0 63.96

The movement of cotton during the past and preceding years compare as follows:

	1868.	1870.
Number of bales received at		
Memphis.....	61,610	64,422
Grand Junction.....	5,660	1,297
Decatur.....	5,461	11,270
Stevenson.....	465	1,202
Chattanooga.....	45,410	35,142
All other points.....	1,033	717
Totals.....	119,639	114,050
Number bales shipped from		
Memphis.....	31,989	20,902
Mississippi Central R. R.....	22,598	27,074
Nashville and Decatur R. R.....	3,559	479
Local points.....	61,493	65,595
	119,639	114,050

Showing decrease in through cotton..9,691 bales.
Less increase in local cotton4,102 "

Decrease in 1869-'70.....5,589 bales.

The President in his report says:

The Report of the General Superintendent, accompanying this, contains all the information necessary to a satisfactory understanding of the

operations of the transportation department, and from which it will be seen that the receipts are.....\$1,549,090 39.

Operating expenses ..	\$1,010,271 64
Extraordinary expenses, charged to operating	70,157 79
Construction six m'ths to January 1st.....	163,400 48
	1,243,829 91

Actual net.....\$305,260 48

From which we had to pay—
Interest on funded debt, taxes, etc.. 303,453 67

Actual surplus.....\$1,806 81

Comparing the operations of this with the previous fiscal year, it will be seen that our condition is improved:

Receipts 1868-9	\$1,182,759 22
Operating expenses.....	\$781,546 27
Construction.....	226,592 93
	1,008,139 20

Actual net.....\$174,620 02

Increase in actual net 1869-'70 over 1868-'9

During the first six months of the fiscal year just ended, we expended for permanent work and charged to construction account, for

Bridges and trestles, mainly Florence bridge	\$62,702 58
Freight cars	29,690 32
Real estate (timber land on line of road)	22,903 15
New passenger cars, locomotives, new iron, etc.....	48,104 48
Total	\$163,400 48

While for the last six months our extraordinary expenses (charge to operating by resolution of stockholders) were only

Showing decrease in favor of past six months.....\$93,242 69

With a view of decreasing our expenses, it was determined on the 12th of June to take off one through passenger and one through freight train, the receipts from these additional trains not justifying the expense of running them. We have continued running the double daily passenger train at a loss, hoping, however, that the roads east of us would make the double daily connection through to Eastern cities. Becoming satisfied that it was uncertain as to when they would put on the second train, we determined to withdraw ours.

The increase in through freight business, over the preceding year is.....\$136,077 62
While local freight business increases 24,447 35

Total

The increase being almost entirely in through business, at comparatively low rates, left us but little net profit, owing in part to our not having engines of proper size and capacity to move such freight to advantage. To remedy this, we are now having built, to be delivered this fall, six heavy freight engines, of the best pattern and with the latest improvements, for this business, which we trust will, in future, give us larger net profits from it. We are also having built one hundred and fifty heavy box cars. These two purchases will be paid for out of the receipts of the coming year. They will add largely to our ability to do all business that may offer, preventing blockades of freight, which have heretofore restricted our operations, and in that way effected our net earnings.

In the last annual report it was stated that the receipts of the road might greatly increase without adding proportionately to the expenses. This, however, has not been the case, as anticipated, for while everything entering into the expenses, especially labor, has increased in cost, the large through freight and passenger business has been done at lower rates than heretofore obtained—re-

sulting from heavy competition. The policy of the company hereafter should be to do no business that does not pay a fair profit, and with this view we have made changes in our local freight tariff, increasing the rates for short distances, effecting the greater portion of our local business, while for greater distances we decrease rates, in order to compete with roads intersecting ours and drawing local business from, and yielding us decreased revenue.

The report of the chief engineer in charge of the roadway department states fully its condition, the details of his operations, and an itemized statement of new and permanent improvements in roadway. His report shows there was spent

In permanent work during first six months and charged to construction and equipment.....\$163,400 48

And for the same kind of work during the last six months of the year charged to operating expenses..... 70,157 79

Making total outlay for permanent work

An increase of

Florence bridge was rebuilt during the past year, and its cost accounts for a large portion of the amount charged to construction during the first six months and about one-third the amount of the extraordinary expenses of the last six months. Besides this we have added to the value of the company's property in putting down two and a half miles of new iron rails, repaired six miles of old rails, put in many new frogs of improved pattern, ballasted five miles of track, filled many trestles, extended sidings, ditched cuts, etc., all contributing greatly to permanently improving the road, and a future reduction of expenses in this department, while the present condition of the track is unsurpassed by that of any road in the South, the principle being to spend more money for permanent work, rather than to make temporary repairs or put up structures requiring frequent renewals at a greater ultimate cost.

We have purchased, for delivery in October, six hundred and fifty tons of steel rails, costing one hundred and twenty dollars per ton placed in the track, to replace worn out iron, the renewal of which with iron would cost ninety dollars per ton. It is expected, however, that the durability of the former will more than doubly compensate for the difference in cost. This, with the building of Flint river bridge, and ballasting two to three miles of track, will embrace the principal expenditures proposed in this department the coming year.

The Treasurers' Condensed Balance Sheets of the Eastern and Western Divisions, show the entire cost of road equipment, property and other assets of the company, as well as liabilities of every kind, and an examination of it will give all the information necessary to an understanding of the financial condition of the company.

The percentage of expenses to receipts of the road for the next twelve months will be much less than that of the past; and taking into consideration the condition of the entire property, we feel great confidence in the future.

There has been no material change in the condition of the several proposed connections since the last annual report. Several roads south of the Tennessee river are progressing slowly in the direction of us. We have recently made a survey of the route from Baxter, a point on the Winchester and Alabama Railroad, via Fearn's Switch and Huntsville, to Gunter's Landing on Tennessee river. We feel assured that, with the aid of the City of Huntsville, county of Madison and individual subscription, we will be able to build the line with small aid from this company—provided the road south meet us at the Tennessee river. With this as an outlet to Atlanta we will save at least \$30,000 per annum now paid as tolls on freight to N. & C. R. R., and greatly decrease the

distance of haul, and at the same time give us more net revenue.

The completion of the Decatur and Montgomery road will give us a decided advantage in competing for freights to Southwestern Georgia and Alabama that now go *via* Nashville and Atlanta on the one hand, and New Orleans or Vicksburg on the other.

The roads to the west of us progress slowly. The Little Rock road is completed, excepting the gap of fifteen miles between St. Francis and White rivers, and the bridge over the latter. The St. Louis and Iron Mountain Railroad Company are now locating their line. The Memphis and Kansas City line, *via* Springfield, Mo., has not yet been located through the State of Arkansas. We have reports of its rapid progress in Missouri; when completed it will be one of our best feeders, bringing the products of Missouri for shipment over our road to the country south and east of us. This road, in connection with that proposed to Atlanta, before mentioned, will form a much shorter line from the south Atlantic seaboard to Kansas City than any other route.

Feeling satisfied that the improvements of the roadbed made within the past year, and the addition of rolling stock which is now being made, will add greatly to your net earnings, we trust the time is not far distant when you may look for regular dividends.

Your board takes pleasure in acknowledging the fidelity with which the various departments of the company have been managed during the year.

The receipts and disbursements for the fiscal year, ending June 30, 1870, were as follows:

RECEIPTS.	
Cash on hand 30th June, 1869.....	\$66,040 67
Gross earnings for year ending 30th June, 1870.....	1,549,090 39
Collected on amount due from connecting roads.....	2,592 92
Collected on amount due from individuals.....	22,780 95
Sale of coupon bonds.....	77,500 00
Sam Tate receiver—payment on account.....	2,532 56
United States—decrease of account.....	1,533 53
Sale of stocks.....	65,200 00
Loan of banks and bankers.....	195,430 00
Increase of amount due on coupons.....	1,125 25
Increase of United States taxes due.....	5,412 27
Increase of amount due railroads.....	5,622 33
	\$1,994,810 87
DISBURSEMENTS.	
Road expenses for year ending 30th June, 1870.....	\$1,080,429 43
Interest on State bonds for the year ending 30th June, 1870.....	113,541 18
Interest on company bonds for year ending 30th June, 1870.....	160,510 00
Interest and exchange acc't for year ending June, 1870.....	3,560 85
United States, State and county taxes for year ending 30th June, 1870.....	20,185 41
Suspense account for year ending 30th June, 1870.....	16,162 10
Paid out on construction for year ending 30th June, 1870.....	163,400 48
Increase of materials for road.....	68,110 53
Increase of amount due from agents.....	8,191 47
Bills payable—account reduced.....	19,005 00
Pay rolls—account reduced.....	6,988 31
Dividends—account reduced.....	66,109 67
Individual—dues reduced.....	63,298 32
Bills receivable—account increased.....	5,351 72
State and city coupons on hand.....	26,512 38
Difference in profit and loss account.....	86,288 52
Cash on hand 30th June, 1870.....	87,165 50
	\$1,994,810 87

The company have 43 locomotives, of which 31 are in good order, 6 in running order, 4 in shops undergoing repairs, and 2 require general repairs. They have also the following cars on the road: 2

Palace sleeping cars, 24 first class and 9 second class coaches, 4 postal and 7 baggage cars. Also, 403 box, 210 platform, 19 stock, 1 pay, 1 wrecking and 1 street car. Number of miles run with passenger trains, 444,484; with freight trains, 397,876; with other trains, 112,150—total miles run by locomotives, 954,510, at an average cost per mile run of 26.2. Number of local passengers carried eastward, 130,497; do., westward, 124,963; commutation, 44,801—total, 300,261. Number of through passengers carried eastward, 22,940; do., westward, 33,532—total, 56,472.

CONDENSED BALANCE SHEET JUNE 30, 1870.

Construction.....	\$6,474,909 18
Incidental to construction.....	1,026,376 60
Equipment.....	1,245,848 04
	\$8,747,133 82
Stock in other companies.....	288,966 16
Road materials.....	241,847 95
Road expenses.....	\$1,080,429 43
Interest on State b'ds.....	113,541 18
Interest on Co. bonds.....	160,510 00
Interest and exchange.....	3,560 85
Tax account.....	20,185 41
Suspense account.....	5,656 23
	1,383,883 10
Bills receivable.....	\$44,916 58
Coupon bonds.....	519,000 00
United States.....	10,786 26
Postoffice department.....	20,897 40
Sam Tate, receiver.....	24,060 48
People's bank of South Carolina.....	16,555 08
Georgia Railroad bank.....	25,551 90
Southern R.R. of Miss.....	108,757 25
South Carolina R. R.....	45,580 22
Due from other rail'ds.....	28,202 37
Due from individuals.....	43,808 67
Due from agents.....	14,585 49
Coupons on Tenn. b'ds.....	22,592 38
Endorsed City of Memphis coupons.....	3,920 00
Cash.....	87,165 50
	1,016,329 58
Capital stock.....	\$5,312,725 00
State of Tennessee.....	\$1,817,937 45
First mortgage bonds.....	1,293,000 00
Second mort. bonds.....	1,000,000 00
	4,110,937 45
Bills payable.....	\$118,881 65
Banks and bankers.....	195,430 00
Due on coupons.....	33,815 25
Pay rolls.....	48,904 90
Dividends.....	19,184 61
Due to railroads.....	18,257 24
Due to individuals.....	67,252 32
Unpaid State interest.....	54,538 12
Unpaid U. S. taxes.....	9,279 79
	565,543 88
Profit and loss.....	138,863 89
Receipts.....	1,549,090 39
	\$11,678,160 61
President.—M. J. WICKS.	
Directors.—By the Stockholders, W. B. Waldran, George P. Beirne, James I. Donegan, Joseph C. Bradley, Albert H. Jones, R. C. Brinkley, Pittser Miller, M. J. Wicks, John D. Rather. By the City of Charleston, W. S. Hastie, Edw. Willis. By the State of Tennessee, Joel L. Pulliam, John M. Carmack, J. W. Crocker.	
Gen'l Superintendent.—W. J. ROSS.	
Chief Engineer.—NILES MERIWETHER.	

Large quantities of iron are being received in Montgomery, Ala., for the Montgomery and Eufaula railway. Eight hundred hands are at work on the road between Eufaula and Union Springs.

Complicated Railroad Litigation.

A suit involving millions of dollars and many intricate points of law is now pending in the Clark county (Indiana) Court of Common Pleas.

The facts in the case are alleged to be as follows: The Fort Wayne and Southern Railroad Company was chartered in 1849, with terminal points at Fort Wayne and Jeffersonville, Indiana. The company owned valuable real estate, upon which it depended for the construction of the road. The roadbed was mortgaged for \$2,500,000 before it was commenced. The real estate bonds went up, as did the road. A few miles of grade, cuts and fills were made, and there the work ceased. The real estate got into the hands of different parties, a Mr. John C. Parker being largely interested in it, and, it is said, he manipulated matters pretty much to suit himself, but failed to make a success of the road or to enrich himself.

Finally an Englishman named Wagstaff came to Parker's relief. They organized a new company, called the "Indiana Southern Railway Company." Wagstaff subscribing \$10,000,000 and a few friends a few hundred dollars each, so as to form a directory. Parker was to place the road in Wagstaff's hands, and Wagstaff was to pay Parker two or three million dollars. The latter brought suit in the Clark County Court of Common Pleas in the name of J. B. Merriweather and others, who he said were stockholders. Judgment by consent was entered for the sale of the road and its franchises. The sale took place and Wagstaff became the purchaser of the road, and the sheriff's deed for it was given. A mortgage was then given and bonds issued to the amount of \$10,000,000. Wagstaff shortly afterward disappeared with the bonds, and Parker was left without any portion of his two or three millions. The bonds have not yet turned up.

Parker then concluded to wipe out old scores and begin anew. The judgment of the court was reversed, and another was entered in his favor for an amount something less than \$1,000,000. He then procured some of the old bonds of the Fort Wayne and Southern Railroad Company and undertook to sell the road-bed to the Ohio and Mississippi Railroad Company at one end and to the Fort Wayne, Muncie and Cincinnati Railroad Company at the other, leaving a middle portion unsold.

The judgment of the court upon which the rule had been made to Wagstaff was "expunged from the record as a fraud upon the court." The sale was then made to the Ohio and Mississippi railroad, and Parker received about \$1,000,000. The Ohio and Mississippi Railroad Company built a road upon the bed from North Vernon to Jeffersonville at an expenditure of two millions. The Fort Wayne, Muncie and Cincinnati Railroad Company built a road from Muncie to Fort Wayne at a cost of \$1,000,000. Then the London, Liverpool and Globe Insurance Company, of London, raked up a suit in the Clark County Common Pleas Court, which had been commenced some three years ago. They moved to set aside the expunging order formerly made by the judge. Before this motion was made, however, the plaintiffs had asked a change of venue, which was granted by the court; but, upon further deliberation, they concluded to let the trial go on in the Clark County Common Pleas Court. So the case was reinstated. The motion to set aside the expunging order was granted, and the fraudulent order was restored.

Then Wagstaff's bondholders brought in a cross petition, praying that the road, including the new road constructed by the Ohio and Mississippi Railroad Company, and the Fort Wayne, Madison and Cincinnati Railway Company, be sold to pay the \$10,000,000 named in Wagstaff's bonds. It seems that Parker was working in the interest of his old friend Wagstaff, having obtained a share of his bonds, and was working against the companies who had expended three millions after paying him his price upon the faith of his representations that he had a good title to the road.

On motion of the plaintiffs, the Ohio and Mississippi Railway Company, and the Fort Wayne, Madison and Cincinnati Railroad Company were dismissed out of court in spite of their objections, leaving the Fort Wayne and Southern Railroad Company and the Wagstaff Company the only defendants in the case. The attorneys of the Fort Wayne and Southern Railroad Company were now in the way of the further progress of the case; so the power of these attorneys was revoked by order of Mr. Fogg, the president of the concern, and another attorney was appointed. Then the Fort Wayne, Madison and Cincinnati and the Ohio and Mississippi Companies filed petitions praying to be made parties. The directors of the Fort Wayne and Southern Railroad repudiated President Fogg's order revoking their attorney's power, and presented the paper to the court, but it was not allowed to be filed.

The Wagstaff party made a motion to appoint a receiver to take charge of the two roads and run them in the interest of Wagstaff. This would probably have been granted, but the court and parties to the suit could not agree upon the person to be appointed receiver.

At this stage of the proceedings the court adjourned till November 14, taking time to consider. —*Louisville Courier-Journal*.

The Iron Interest.

The manufacture of iron in Pittsburgh was commenced in the year 1813, by Christopher Cowan. This mill was intended to manufacture sheet iron, nail and spike rods, shovels and tongs, spades, scythes, hoes, axes, and a large variety of domestic hardware.

The second rolling mill was established on the banks of the Monongahela river, in 1818-19, and contained a train of eight-inch rolls, a nail factory, four puddling furnaces and rolls for rolling nail, plate or band iron. This is claimed to be the first mill in which puddling was successfully introduced in Pittsburgh. In the years 1824-25, no less than three large rolling mills—the Sligo, Juniata, and Dowlais—were erected, the first two named being yet in operation.

The machinery of the mills in Pittsburgh may be summed up as follows: number of boiling furnaces, five hundred and twenty-four; number of heating furnaces, one hundred and seventy-two; nail, tack and spike machines, four hundred and ninety-seven; railroad spike machines, thirteen; steam hammers, sixty-nine; steam engines employed, one hundred and ninety-five; the steam hammers, of which twenty-six are of English make, twenty-two of Eastern, and twenty-one of Pittsburgh manufacture, vary in weight from five hundred pounds to sixteen thousand pounds. The largest of these steam hammers strikes a blow equal to sixty and seventy tons, are easily operated, and with such precision, by a skillful mechanic, that the crystal of a watch may be touched and not broken. These are the tools used to forge the stupendous shafts employed in the ocean screw propellers.

The rolls employed in the mills of Pittsburgh are of various sizes. They vary in weight from five hundred pounds to ten tons. The large rolls are employed in the manufacture of plate iron. The plates rolled under these for naval use vary from ten to fifteen feet in length, by four in width, and from one and a half to three inches thick. Should occasion require, however, plates twenty feet long, four and six in width, and seven inches thick, can be made in these large plate mills, several of which have a capacity of eighty tons per week.

As an illustration of the immense power employed in reducing iron, it may be stated that the largest rolls draw between them a mass of heated iron varying from one to twelve tons, reducing it to a uniform thickness in less time than it takes to describe it.

The value of the annual products of the iron mills of Pittsburgh is estimated at twenty million

dollars. The actual sales of the past year, as exhibited by the United States Assessor's books, aggregated sixteen millions, seven hundred and eight thousand, two hundred and eighty-nine dollars. In addition to this, there is to be taken into consideration the amount sold in eastern and western cities by the agents of Pittsburgh firms, of which we have no account, and which will probably aggregate four millions. This exhibit is made in a year in which the trade was depressed, the unsettled condition of the financial market having much to do with that state of affairs. In favorable seasons the value of the products will not fall short of twenty-four million dollars.

There are now seven furnaces in successful operation, the largest of which has a fourteen feet bosh, fifty feet stack, and a capacity of one hundred and seventy-five tons per week. The total capacity of the seven furnaces is estimated at fifty-four thousand tons per annum, and the actual production at forty-eight thousand tons. The sales of pig iron in this market ranges from one hundred and fifty thousand to one hundred and eighty thousand tons per annum, which, added to the home production, will give a fair idea of the consumption of raw irons by the mills. It is safe to say that in active seasons the amount of iron worked up in the mills of Pittsburgh exceeds one thousand tons per day.

The first patent nail machine was introduced into Pittsburgh in 1814, and was operated in Mr. Cowan's mill. Previous to that time "wrought nails" were in general use. In the progress made in this branch of iron manufacture from that period to the present time, Pittsburgh enjoys an enviable distinction. From the single nail machine in 1814 have grown up ten large nail manufacturing, operating four hundred and sixty machines, and employing about two thousand five hundred persons. The value of the products of the nail and spike manufactories is estimated at three millions and a half of dollars.

Next in importance in the iron trade, to the manufacture of iron and nails, is the foundry business. The first foundry was erected in Pittsburgh in 1803, on the site of the present Postoffice. It was first employed in the manufacture of cast iron pots, kettles, domestic utensils, and mill irons, but in a few years was called upon to cast cannon balls for the government. In 1811-12 the first cannon made west of the Allegheny Mountains were turned out of the Pittsburgh foundry, and the establishment was kept busily employed in furnishing the government with cannon and shot until the close of the war in 1814. The first water pipe and the first rolls were made at this foundry. It was in this foundry that the valuable invention of making chilled rolls was discovered by a moulder, James Harley. This invention gave to Pittsburgh almost an entire monopoly of the business of making chilled rolls, this city furnishing seven-eighths of all the rolls of that description in use in the country. At the present time, Pittsburgh sends all over the Union trains of rolls, fitted complete, and ready to make all kinds of iron when erected, the whole sometimes having a solid bed plate of one piece, from twenty-three to thirty feet long. The second foundry was established in Pittsburgh in 1810, and was employed in the manufacture of light articles, such as hinges, buckles for saddlery, and small brass castings.

The total number of foundries in the city is forty-eight. A single establishment boasts a cupola with a capacity of fifty tons, which melts metal at the rate of twelve tons per hour, the molten metal being conveyed from the cupola to the pit on a railway track. Another foundry employs six furnaces and two cupolas, with a total capacity of one hundred and eighty-five tons. The largest furnace melts forty tons at a single heat. One establishment employs fifteen cranes, and works up eight thousand tons of metal annually.

The product of these foundries embrace everything in the range of mill castings, cannon, plows, machine castings, chilled wheels and rolls, hollow ware, stoves, grates, and domestic hardware. The aggregate production of these estab-

lishments amounted in value, last year, to upwards of four millions of dollars. The number of men employed is estimated at twenty-five hundred. The increase in the foundry business during the past twelve years is equal to fifty per cent. of what it was in 1858.

In the three branches of the iron trade referred to in the foregoing, namely, the manufacture of merchant iron, nails and castings, is employed a capital of not less than fifty millions of dollars. The aggregate value of their annual products will not fall below twenty-eight millions.

In the distribution of the products of the iron mills and foundries of Pittsburgh, the West comes in for four-fifths of the whole amount. Ohio is the heaviest patron, Illinois next, and Missouri, Indiana and Michigan follow in order. Nearly all the territories east of the Pacific coast receive their iron supplies from this city.—*Pittsburgh Chronicle*.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	\$1,305,570 16	\$1,391,597 43
" freight	2,953,629 39	3,066,143 78
" express	127,290 65	109,324 43
" U. S. mail	47,753 96	51,542 48
" miscellaneous	74,398 81	62,954 74
	\$4,508,642 97	\$4,681,562 81

Expenses, viz:

Conducting transp.	\$501,191 73	\$574,533 22
Motive power	727,156 04	767,186 99
Maintenance of way	813,350 28	816,723 78
" cars	222,937 01	302,274 26
Taxes	111,125 27	119,639 21
General expenses	87,422 31	96,235 58

	\$2,463,182 64	\$2,676,593 04
Net earnings	\$2,045,460 33	\$2,004,969 77
Add balance to credit of income account, December 31, 1868		984,667 37

Total to be accounted for....\$2,989,637 14

Disbursed as follows:

Payments to first mortgage sinking fund	\$46,000 00
Dividend March, 1869, 5 per cent. and U. S. tax	398,278 68
Dividend September, 1869, 5 per cent. and U. S. tax	398,205 26
Interest on income bonds	76,090 00
Interest on sinking fund bonds	27,335 00
Interest on 1st mortgage bonds	166,810 00
U. S. tax on sinking fund payments	2,300 00
Rent paid Joliet & Chicago R.R. Co.	160,701 59
Rent paid St. Louis, Jacksonville & Chicago R. R. Co.	240,000 00
Improvements in 1869, paid from earnings	907,500 86
Old fire losses, uncollectable, say	15,000 00
Transferred to "supplies account"	500,000 00
Surplus, December 31, 1869	51,420 75

Total, as above.....\$2,989,637 14

The capital stock and funded debt of the corporation at the close of the past and preceding years compared as follows:

Capital stock:

	1868.	1869.
Common	\$5,141,800	\$5,145,000
Preferred	2,425,400	2,425,400

Totals.....\$7,576,200

Bonded debt:

Sinking fund bonds	\$402,000	\$356,000
First mortgage bonds	2,400,000	2,383,000
Income bonds	1,100,000	1,087,000

Totals.....\$3,902,000

It has heretofore been the practice of this Company to represent what may be properly called

its working capital, (invested in materials for repairs, fuel, stationery and supplies of various kinds required for the operation and repair of its railway,) in the statements of its income account, in which the cost of the same has been from time to time charged as purchases have been made, and the proper credits given as the materials have been consumed or put to their proper use.

The value of such supplies necessarily kept on hand at all times to insure the prompt and efficient working and repair of your railway, is very great. It is, however, not the same at all seasons of the year, but the average amount is about \$500,000.

In referring to annual statements heretofore made, many stockholders have assumed that the balances appearing at the credit of the income account (which have embraced the cost of supplies), were available for the purpose of dividends, notwithstanding the fact that a more careful reading of the reports would in all cases have shown them their error. To avoid any possible future misapprehension on that point, it has been decided to open a new account to be called the supply account, to which a transfer of \$500,000 has been made from the income account, as appears in the foregoing statements.

The gross receipts of your line for the year exceed those of the preceding year, \$172,919 84, or 3.8 per cent. The increase is found to be from the following sources: From passenger traffic, \$86,027 27, or 6.6 per cent. From freight traffic, \$112,514 34, or 3.8 per cent.

The aggregate receipts from express companies, from the United States for transporting the mails, and from miscellaneous sources, are reduced, as compared with 1868, about 1 per cent., or \$25,621 77.

The coal traffic of your line continues to increase rapidly. Commencing in 1865, six thousand tons were transported; 1866, seventy-one thousand and ninety tons; 1867, one hundred and forty-six thousand and fifty tons; 1868, one hundred and sixty-six thousand nine hundred and eighty-six tons; and in 1869, two hundred and sixty-six thousand and ninety-six tons. The supply of coal upon your line is inexhaustible, and its influence, directly and indirectly, in augmenting your traffic, can scarcely be over-estimated. Its transportation is already becoming an important part of your traffic. The aggregate tonnage of freight transported during the year shows an increase over 1868 of 15 per cent., 90.7 per cent. of the whole amount being local, and 9.3 through.

The number of passengers transported during the year amounted to 731,553, an increase over 1868 of 122,679, or 20.3 per cent. Of the number transported, 689,852, or 94.3 per cent., were way, and 41,701, or 5.7 per cent., through. The average amount of fares paid by way passengers was one dollar and forty-nine cents. The average in 1868 was one dollar and sixty-eight cents. The foregoing statements show that more than nine-tenths of your entire traffic is local, which cannot be seriously affected by competition.

Not a single passenger was injured during the year.

The operating expenses, including taxes, amount to 57.17 per cent. of gross receipts, being an increase of 2.57 per cent. over 1868.

It will be seen from the foregoing statements that, notwithstanding the number of passengers transported during the year was more than 20 per cent. greater, and the tonnage of freight transported was increased 15 per cent. as compared with the preceding year, the net receipts were about \$40,000 less.

This result is in consequence of the fact that it was found necessary to accept lower rates for transportation, owing to the general reduction of values and especially the reduction in the value of agricultural products, upon which your traffic so largely depends, without being able to make a corresponding reduction in operating expenses. It is a well-known fact that when the price of labor has been increased from any extraordinary cause in a county so sparsely populated as the West, it requires time to reduce it to its proper

level, when the causes for its advance no longer exist. At the time of writing this report the cost of labor is less than the average of the past year, and will probably continue to bear a less ratio to the receipts of your Company during the year 1870 than during the preceding year.

The condition of your property has been not only fully maintained, but, as a whole, it has never been at any time in the past equal to that of the present.

During the year, fifty miles, or 18 per cent. of the main line, has been relaid with new and re-rolled iron.

Five and one-eighth miles of additional side tracks have been constructed. The second, or double track has been extended from Braceville to Gardiner, and grading for extending the same nearly completed from Gardiner to Dwight. Other important improvements and additions to bridges, superstructure, etc., have been made.

A foundry, 60x180 feet, with wheel room 40x50 attached; blacksmith shop, 100x200; engine house for 14 engines; dry house, 19x63; and a two-story store house, 60x120; have been built of stone, with roofs of iron and slate (being fire-proof), as additions to the Bloomington system of shops.

Eleven locomotives have been added to the ninety-seven on hand at the commencement of the year, ten by purchase and one constructed at the shops of the Company—the cost of the latter being included with operating expenses, and embraced in the aggregate before given.

The condition of the engines has been fully maintained, at a cost per mile of about 10 per cent. less than that of the preceding year.

The condition of your cars has been greatly improved. Two baggage cars, eighty-nine house cars, sixteen stock cars, and twenty-nine platform cars have been built at the shops of the Company and the cost charged in the account of operating expenses. One mail and baggage car, two tool cars, and one hundred platform cars have also been built at the shops of the Company, the cost of which has been charged in the improvement account.

The company have 108 locomotives, of which 20 have been employed running passenger trains, 47 freight trains, 11 construction trains, 1 wood train, 1 paymaster's train and special service, 18 performing switching service, and 10 (as a general average) in shop for repairs. The number of miles run on passenger trains has been 584,518; on freight trains, 1,435,506; on construction trains, 189,183; on wood trains, 31,339; on switching trains, 302,851—total, 2,543,397. Total cost per mile run, 28.94. An increase of 405,816 in the mileage, and a decrease of 7.86 per cent. in the average cost per mile run.

The car equipment of the line, at the close of the year, consisted of 11 Pullman Sleeping and 3 Pullman Dining cars, 42 passenger coaches, 21 mail and express, 2,038 freight, 1 paymaster's, and 4 tool and wrecking cars—in all, 2,116 cars.

Number of passengers carried, 731,553—of whom 41,701 were through and 689,852 way passengers. Pounds of through freight transported, 201,044,017; do. way freight, 1,952,711,977—total, 2,153,755,994. Increase in passengers, 122,679. Increase in freight, 223,382,491 pounds.

The gross earnings include those of the Jacksonville Division for the entire year; in 1868, they embraced those of the Jacksonville Division for only seven months.

During the year, 5,127 tons of new and re-rolled iron, 163 tons steel rails, 3,900 tons repaired iron, 190,343 ties were used for repairs. There are now upwards of 800 tons of steel rails in the track, all of which are proving very durable.

GENERAL BALANCES, December 31, 1869.

Cost of road and equipment	\$11,434,323 32
Machinery and tools	152,716 45
L. H. Meyer and S. J. Tilden, Trustees, bonds, etc., in their hands.	37,813 39
Bonds held by said Trustees on renewal account	50,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co.	2,500 00
St. Louis, Jacksonville & Chicago Railroad Co. bonds, received for transportation of materials.	15,300 00
T. B. Blackstone, Trustee, interest in stock depot	55,000 00
T. B. Blackstone, Trustee, interest in Palace sleeping cars.	59,900 00
Joliet and Chicago Railroad Company bonds, cost	133,783 28
Income bonds, fractional scrip	1,039 50
Due from Post-office Department ..	12,885 62
Due from United States for military transportation	2,503 72
Trustees of first mortgage sinking fund, balance in their hands	162 10
Due from other companies for mileage, track service, etc.	9,397 85
Due from sundry persons, and bills receivable	7,879 62
Expended at Bloomington for additional depot grounds for new shops, etc., (to be refunded this Company)	49,541 40
Due from Insurance Companies, for old fire losses	16,554 43
Due from stations	76,474 41
Advance on account extension of St. L., J. and C. R. R.	12,122 42
Cash on hand	70,328 55
	\$12,200,226 06

Capital stock, preferred	\$2,425,400 00
" " common	5,145,000 00

Funded debt—	
Sinking fund bonds.. \$356,000 00	
First mort. bonds... 2,400,000 00	
Income bonds..... 1,100,000 00	
	3,856,000 00
Common stock scrip outstanding ..	72 00
Sinking fund bonds paid and cancelled	244,000 00
Sundry bonds and stocks unissued ..	37,813 39
Unclaimed coupons (past due six months)	1,832 28
Unclaimed dividend (old)	732 70
Unclaimed wages, including December pay rolls	138,259 54
Balances due other companies for tickets sold, less balances due this company	14,880 53
Due United States for revenue tax ..	9,168 08
Due sundry persons	27,590 32
Due for supplies purchased, payable in January	75,663 80
Due St. L., J. and C. R. R. Co., account rental	66,756 91
Supplies account—amount transferred from income acct'.. \$500,000 00	
Less supplies on hand 394,864 24	
	105,635 76
Income account, surplus December 31, 1869	51,420 75
	\$12,200,226 06

President.—T. B. BLACKSTONE.

Directors.—John Crerar, Lorenzo Blackstone, John J. Mitchell. Term of service expires first Monday in April, 1870. T. B. Blackstone, James G. Garner, John B. Drake. Term of service expires first Monday in April, 1871. Wm. F. Weld, John A. Stewart, Peyton R. Chandler. Term of service expires first Monday in April, 1872.

Secretary and Treasurer.—W. M. LARRABEE.

Superintendent.—J. C. McMULLIN.

Chief Engineer.—K. F. BOOTH.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69	Hartford and New Haven...100	3,200,000	J.A.J.&O.	Oct. '70	Portl., Saco & Portem'th...100	\$1,500,000	J. & D.	Jun. '70
American Central...100	800,000	J. & J.	Jan. '70	Hannibal and St. Joseph...100	3,000,000	Aug. '70	Aug. '70	Providence & Worcester...100	1,800,000	J. & J.	Jul. '70
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70	Do. pref.100	5,253,830	Aug. '70	Aug. '70	Raleigh and Gaston...100	1,800,000	J. & J.	Jul. '70
Atlantic & N. Carolina...100	5,545,226	J. & J.	Jan. '70	Hanover Branch, Pa. 50	116,850	M. & N.	May '70	Rensselaer and Saratoga...100	3,000,000	A. & O.	Oct. '70
Atlantic & Gt. Western...100	25,879,923	J. & J.	Jan. '70	Housatonic...100	820,000	J. & J.	July '70	Richmond and Danville...100	2,000,000	J. & J.	Oct. '70
Do. pref. 50	1,919,000	J. & J.	Jan. '70	Do. pref. 50	1,180,000	J. & J.	July '70	Richmond and Petersburg...100	847,100	J. & J.	Oct. '70
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Mar. '70	Huntingdon & B'd Top...50	494,380	J. & J.	July '70	Rich., Fred. and Potomac...100	1,041,800	J. & J.	Oct. '70
Augusta and Savannah...100	733,700	J. & J.	Jan. '70	Do. pref. 50	190,750	J. & J.	July '70	Rockport...100	88,400	J. & J.	Nov. '70
Baltimore and Ohio...100	16,152,982	A. & O.	Apr. '70	Illinois Central...100	25,278,710	F. & A.	Aug. '70	Rome, Watert. and Og'n'b...100	2,400,000	J. & J.	Jan. '70
Do. Washington Br. 100	1,660,000	A. & O.	Apr. '70	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '70	Rutland preferred...100	100	F. & A.	Aug. '69
Baltimore City Passenger...100	670,000	F. & A.	Aug. '70	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '70	St. L., Alt. and T. Haute...100	2,300,000	J. & J.	Jan. '70
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '68	Joliet and Chicago...100	1,500,000	J.A.J.&O.	Jan. '70	Do. pref. 100	2,040,000	Annual.	June '69
Berkshire...100	996,250	J.A.J.&O.	Oct. '70	Joliet & North Indiana...100	300,000	J. & J.	Jan. '70	St. L., Jack'nv. and Chic'o...100	1,489,429	J. & J.	Jan. '70
Blossburg & Corning...50	250,000	J. & D.	Dec. '69	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '70	Sandusky and Cincinnati...100	2,089,000	J. & J.	Jan. '70
Boston and Albany...100	13,725,100	J. & J.	July '70	Do. guar. 100	533,500	F. & A.	Aug. '70	Sand, Mansf. and Newark...100	445,596	M. & N.	Nov. '69
Boston and Chelsea...100	110,000	A. & O.	Oct. '70	Lackawanna & Bloomsb. 50	1,335,000	J. & J.	Jan. '70	Savannah and Charleston...100	1,000,000	J. & J.	Jan. '70
Boston, Concord & Mont. 100	469,600	M. & N.	May '70	Leeds and Farmington...50	2,158,555	J. & J.	Jan. '70	Schenykill and Susqueh'a. 50	1,269,150	J. & J.	July '70
Do. pref. 100	1,840,400	M. & N.	May '70	Lehigh and Mahanoy...50	8,739,800	M. & N.	May '70	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '70
Boston and Lowell...500	1,891,500	J. & J.	July '70	Lehigh Valley...50	10,731,400	J.A.J.&O.	Oct. '70	Schenykill Valley...50	576,050	J. & J.	Jan. '70
Boston and Maine...100	4,076,974	J. & J.	July '70	Lehigh Luzerne...50	344,650	J. & J.	Jan. '70	Seaboard and Roanoke...100	868,200	J. & J.	Jan. '70
Boston and Providence...100	3,800,000	J. & J.	July '70	Little Miami...50	3,672,400	J. & D.	Jun. '70	Second Avenue (N. Y.)...100	670,000	J. & J.	July '70
Broadway (South Boston) 50	400,000	J.A.J.&O.	Oct. '70	Little Schuylkill...50	2,946,100	J. & J.	Jan. '70	17th & 19th streets (Ph.) 50	130,000	J. & J.	July '70
Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	June '70	Lomb. and South St. (Ph.) 25	90,000	J. & J.	Jan. '70	Shamokin V. and Pottsv. 50	869,450	F. & A.	Feb. '70
Brooklyn City...100	1,000,000	F.M.A.N.	Nov. '69	Long Island...50	3,000,000	F.M.A.N.	Aug. '69	Shore Line...100	686,200	J. & J.	Jan. '70
Brooklyn City & New'n...100	399,800	J. & J.	Jan. '70	Louis, Cin. and Lex. 50	1,621,736	J. & J.	Jul. '69	Sixth Avenue (N. Y.)...100	750,000	J. & J.	Nov. '69
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	Nov. '69	Do. pref. 100	848,315	J. & J.	Jan. '70	Somerville...100	75,000	M. & N.	May '70
Buff. New York & Erie...100	950,000	M. & N.	Nov. '69	Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70	South Carolina...100	5,819,275	J. & J.	Jan. '70
Buffalo and Erie...100	6,000,000	F. & A.	Aug. '69	Louisv. N. Alb. & Chicago...100	2,800,000	J. & J.	Feb. '70	South Shore...100	259,685	J. & J.	Jul. '68
Cambridge Horse (Boston) 100	727,800	A. & O.	Oct. '70	Lowell and Lawrence...100	200,000	A. & O.	Oct. '70	South Western, Georgia...100	3,939,500	F. & A.	Feb. '70
Camden and Amboy...100	6,000,000	F. & A.	Aug. '70	Lowell Horse...100	55,830	J. & J.	Jan. '70	Staten Island...100	660,000	J. & J.	Jul. '67
Camden and Atlantic pref. 50	600,000	J. & J.	July '70	Macon and Western...100	2,000,000	J. & J.	July '70	Stony Brook...100	267,300	M. & N.	May '70
Camden & Burlington Co. 100	831,000	J. & J.	July '70	Mahanoy & B'd Mount'n 50	1,676,915	J. & J.	July '70	Stevensville and Indiana...100	1,983,141	J. & J.	Jan. '70
Cape Cod...50	721,928	J. & J.	July '70	Maine Central...100	1,611,500	M. & N.	May '70	Stockbridge & Pittsfield...100	448,700	F. & A.	Aug. '70
Cape May and Millville 50	447,000	J. & D.	June '70	Manchester & Lawrence...100	1,000,000	M. & N.	May '70	Summit Branch...50	250,000	F. & A.	Aug. '70
Catawissa...50	1,160,000	M. & N.	May '70	Marletta & Cincinnati 50	3,029,778	M. & S.	Sep. '66	Syr., Bingham. and N. Y. 100	1,314,130	J. & D.	Jun. '70
Catawissa pref. 50	2,200,000	M. & N.	May '70	Do. 1st pref. 50	8,130,719	M. & S.	Sep. '66	Taunton Branch...100	250,000	J. & D.	Jun. '70
Cayuga & Susquehanna...50	589,110	J. & J.	July '70	Do. 2d pref. 50	4,460,368	M. & S.	Sep. '66	Tennessee and Alabama...100	595,922	J. & J.	Jul. '70
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	May '69	Memphis and Charleston...100	5,812,725	M. & S.	June '69	Terre Haute and Indiana...100	1,983,150	J. & J.	July '70
Central of Georgia...100	4,666,800	J. & J.	July '70	Memphis and Ohio...100	570,000	J. & J.	July '70	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Nov. '69
Central of New Jersey...100	15,000,000	J. & J.	July '70	Metropolitan (Boston)...100	1,250,000	J. & J.	July '70	Thirteenth and Fif. (Ph.) 50	100	J. & J.	July '70
Central Ohio...100	2,000,000	J. & D.	June '70	Michigan Central...100	11,197,348	J. & J.	July '70	Tol., Peoria and Warsaw...100	2,700,000	J. & J.	Jan. '70
Do. pref. 100	400,000	J. & D.	June '70	Middlesex (Boston)...100	400,000	A. & O.	Oct. '70	Do. (K.D.) pref. 100	1,700,000	J. & J.	Jan. '70
Con. Park, N. & E. River...100	970,000	J.A.J.&O.	Jan. '70	Mill Creek and Minehill...50	323,375	J. & J.	Jan. '70	Do. (W.D.) pref. 100	1,300,000	J. & J.	Jan. '70
Chemung...100	380,000	J.A.J.&O.	Jan. '70	Millville and Glassboro...100	406,020	F. & A.	Feb. '70	Tol., Wabash and West...100	11,700,000	M. & N.	May '70
Cheshire, preferred...100	2,017,825	M. & S.	Sep. '70	Millw. & Prairie du Chien...100	100	J. & J.	July '70	Do. pref. 100	1,000,000	J. & D.	Jun. '70
Chicago and Alton...100	5,141,800	M. & S.	Sep. '70	Do. 1st pref. 100	7,665,104	Feb. '70	\$3 & 7s	Troy and Boston...100	607,111	J. & D.	Jun. '70
Do. pref. 100	2,426,400	M. & S.	Sep. '70	Do. 2d pref. 100	9,744,263	Feb. '70	\$7 & 3s	Troy and Greenbush...100	274,400	J. & D.	Jun. '70
Chicago, Burl. & Quincy...100	13,825,025	M. & S.	Mar. '70	M. Hill & Schuylk. Haven 50	9,744,263	J. & J.	Jul. '70	Union Transport'n (Boa.) 100	200,000	J. & J.	Jul. '70
Chicago, Iowa & Nebras...100	2,000,000	J. & J.	July '70	Mobile and Ohio...100	3,762,400	J. & D.	Dec. '67	Union (Phila.)...50	291,475	J. & J.	Jul. '70
Chicago and Milwaukee...100	2,227,000	J. & D.	Dec. '69	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67	Utica and Black River...100	534,400	J. & J.	Jan. '70
Chicago & N. Western...100	14,590,162	J. & D.	June '70	Morris and Essex...50	7,880,100	J. & J.	Jan. '70	Vermont and Canada...100	2,500,000	J. & D.	June '70
Do. pref. 100	13,159,997	A. & O.	Oct. '70	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	July '70	Vermont Central...100	5,000,000	J. & J.	July '70
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apr. '70	Nashua and Lowell...100	720,000	M. & N.	May '70	Vermont and Massachusetts...100	2,800,000	J. & J.	July '70
Cin. Ham. & Dayton...100	3,500,000	J. & J.	Jan. '70	Nashville & Chattanooga...100	2,056,544	F. & A.	Feb. '70	Vicksburg and Meridian...100	357,408	J. & J.	Jan. '70
Cincinnati City Passenger...100	100	J. & J.	Jan. '70	Naugatuck...100	1,436,600	J. & J.	July '70	Virginia Central...100	3,353,879	J. & J.	Jan. '70
Do. Street...50	393,073	M. & N.	Nov. '69	New Bedford & Taunton...100	500,000	J. & J.	July '70	Virginia and Tennessee...100	3,506,300	J. & J.	Jan. '70
Cin. Sand. & Clev. pref. 50	192,750	J. & J.	July '70	New Haven & N. London...100	738,538	J. & J.	Jan. '70	Western Union...100	4,707,693	J. & J.	Jan. '70
Citizens' Passenger (Phila.) 50	10,460,000	F. & A.	Aug. '70	N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '70	West Jersey...50	1,209,000	F. & A.	Aug. '70
Clev. Col. Cin. & Ind. 100	2,066,400	M. & N.	May '70	New Jersey...100	6,250,000	F. & A.	Aug. '70	West Philadelphia...50	249,100	J. & J.	July '70
Cleveland & Mahoning...50	6,958,775	J. A.J.&O.	Aug. '70	New London Northern...100	895,000	J. & J.	July '70	Wilm. and Weldon...100	1,468,775	J. & J.	July '70
Cleveland and Pittsburg...100	6,000,000	F. & A.	Feb. '70	N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Oct. '70	Winchester and Potomac...100	1,468,775	J. & J.	July '70
Cleveland and Toledo...50	10,460,900	J. & D.	June '70	Do. pref. 100	21,491,450	A. & O.	Oct. '70	Warren...100	1,547,650	J. & J.	July '70
Col. Ohl. & Indiana Cen. 100	1,786,200	M. & N.	May '70	Do. old int. cer. 100	22,829,000	J. & J.	Aug. '69	Worcester and Nashua...75	1,522,500	J. & J.	July '70
Columbus and Xenia...50	1,500,000	J. & J.	July '70	New York and Harlem...100	5,600,000	J. & J.	July '70	CANALS.			
Concord...100	350,000	J. & J.	July '70	Do. pref. 50	1,600,000	J. & J.	July '70	Chesapeake and Delaware...50	1,818,963	J. & D.	June '70
Concord & Ports, guar. 100	800,000	J. & J.	July '70	New York & New Haven...100	9,000,000	J. & J.	July '70	Chesapeake and Ohio...25	8,228,595	F. & A.	Aug. '70
Coney Island & Brooklyn 100	139,000	F. & A.	Aug. '70	N. Y. Provid. & Boston...100	2,000,000	J. & J.	July '70	Delaware Division...50	1,633,350	F. & A.	Aug. '70
Conn. & Passum. Rivers...100	1,822,100	J. & J.	July '70	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '70	Delaware and Hudson...100	10,000,000	F. & A.	Aug. '70
Do. do. pref. 100	1,700,000	J. & J.	July '70	Ninth Avenue...100	797,400	J. & J.	Jan. '70	Delaware and Raritan...100	2,521,300	F. & A.	Aug. '70
Connecticut River...100	1,316,900	A. & O.	Apr. '70	Norfolk & Petersb'g guar. 100	137,500	J. & J.	Jan. '70	Erie of Pennsylvania...50	64,000	M. & N.	May '67
Cumberland Valley...100	400,000	J. & J.	Jan. '70	North Carolina...100	4,000,000	A. & J.	Jan. '70	Lehigh Coal and Navigat. 50	8,739,800	J. & J.	Jan. '69
Dayton and Michigan...100	2,380,645	J. & J.	Jan. '70	Northern Central...50	5,000,000	M. & N.	May '70	Monongahela Navigation...50	728,100	F. & A.	Feb. '67
Delaware...100	694,280	J. & J.	Jan. '70	North Eastern (S.C.) pref. 100	155,000	J. & D.	June '70	Morris (consolidated)...10	1,025,000	F. & A.	Feb. '67
Del. Lackaw. & Western...100	13,386,020	J. & J.	July '70	Northern of N. Hampsh...100	3,068,400	J. & D.	June '70	Do. (preferred)...10	1,175,000	F. & A.	Feb. '67
Des Moines Valley...100	1,820,200	J. & J.	July '70	North Pennsylvania...50	3,150,150	J. & J.	Jan. '70	Pennsylvania...50	4,300,000	F. & A.	Feb. '67
Detroit & Milwaukee...100	452,350	J. & J.	July '70	Norwich & Worcester...100	2,363,600	J. & J.	Aug. '70	Schnyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67
Do. pref. 100	2,095,000	F.M.A.N.	May '70	Ogdensb. & L. Champ'n...100	3,040,900	J. & J.	July '70	Do. (pref.) 50	2,888,805	F. & A.	Feb. '67
D. Dock, E. B'dw. & Bat. 100	1,200,000	J. & J.	July '70	Do. pref. 100	1,994,900	A. & O.	Oct. '70	Susq. and Tide Water...50	2,002,746	J. & J.	Jan. '70
Dubuque and Sioux City...100	1,678,641	J. & J.	July '70	Ohio and Mississippi...100	20,000,000	J. & D.	Jun. '70	Union...50	2,907,850	J. & J.	Jan. '70
Do. do. pref. 100	1,987,351	J. & J.	Jan. '70	Do. pref. 100	5,500,000	J. & D.	Jun. '70	Do. preferred...50	100	J. & J.	Jan. '70
East Mahanoy...50	392,550	J. & J.	July '70	Oil Creek & Allegheny R. 50	4,259,000	J.A.J.&O.	Oct. '70	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '65
Eastern (Mass.)...100	8,883,300	J. & J.	Jan. '70	Old Colony & Newport...100	4,848,320	J. & J.	July '70	Wyoming Valley...50	800,000	Irregular	Oct. '67
Eastern (N. H.)											

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Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	61,821	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,836	164,729	269,590	261,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	486,048	568,270	556,080	532,667	511,854	609,788	679,642	535,386	410,000	6,670,882
1870.....	413,104	394,176	488,333	633,768	768,720	729,274	784,099	806,400	.....	.....	.....	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	182,301	145,542	149,137	167,948	170,044	170,910	156,889	153,294	1,678,706
1864.....	100,991	154,418	189,903	162,723	178,786	206,090	224,267	312,168	364,564	320,879	307,803	262,015	2,770,484
1865.....	276,583	276,583	299,063	265,490	322,278	355,270	335,985	409,261	401,280	367,956	307,919	236,824	3,440,092
1866.....	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,050	271,247	3,698,163
1867.....	243,787	217,832	235,961	282,165	335,510	342,358	354,244	416,982	408,999	420,752	359,102	330,199	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	508,746	409,569	361,701	4,608,643
1869.....	343,182	315,099	388,727	328,390	345,835	402,854	351,045	499,232	506,623	468,212	397,515	360,861	4,681,663
1870.....	293,978	323,925	344,366	334,653	396,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	158,755	175,482	243,150	185,013	198,679	243,178	232,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865.....	306,554	246,351	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,515,514
1866.....	241,396	183,385	267,230	209,099	277,606	306,693	238,926	317,977	400,941	345,028	260,268	206,268	3,440,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,023	599,540	442,775	377,063	317,063	4,685,614
1868.....	308,587	297,464	376,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	438,456	4,797,464
1869.....	333,319	308,208	398,740	388,386	449,882	522,841	455,607	682,652	736,555	584,156	479,236	393,468	5,684,109
1870.....	401,275	449,655	500,393	443,300	507,900	629,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	273,879	317,839	390,355	421,363	466,890	565,145	480,710	519,306	699,605	729,759	716,378	663,400	6,114,666
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,076,490
1865.....	523,566	399,917	623,845	537,519	858,948	925,953	868,524	977,475	1,000,086	920,213	1,010,892	712,559	9,299,430
1866.....	696,147	674,664	766,398	774,280	895,712	893,658	885,214	1,063,237	1,448,942	1,541,067	1,211,530	879,900	11,632,739
1867.....	724,690	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,074	1,351,940	1,507,479	1,570,087	1,107,084	1,001,987	13,384,471
1868.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1,306,873	1,371,780	1,140,145	845,708	13,355,467
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,154,520	1,080,946	1,246,513	1,276,171	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1863.....	242,205	236,160	242,569	236,435	193,959	203,696	213,347	271,425	287,451	293,296	282,798	290,061	2,018,342
1864.....	204,112	180,840	239,622	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,905
1870.....	201,500	218,900	244,161	246,446	260,169	274,021	249,355	314,012	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	226,637	181,084	191,648	269,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,371,028
1864.....	327,900	416,588	459,762	423,797	466,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,339,447
1865.....	671,536	528,972	616,665	516,608	640,573	617,682	578,403	747,469	739,738	641,589	648,887	518,088	7,181,205
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	450,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,510	613,329	7,160,992
1868.....	687,448	556,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,465	568,282	640,975	773,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1869.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,536	106,694	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,065
1870.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	496,808	524,760	496,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,144	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.....	306,357	311,088	395,372	409,248	357,140	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868.....	362,021	338,355	378,735	452,429	399,340	365,117	306,502	437,600	521,326	543,886	458,399	437,503	4,981,158
1869.....	1,006,998*	890,593*	1,140,000*	473,544	445,142	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870.....	931,873*	1,006,951*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,398	307,474	268,684	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,445	260,221	193,328	215,449	308,188	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,558	265,760	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,070	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,088	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	395,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,978	511,820	410,826	390,671	4,609,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	355,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	380,430	412,030	406,283	363,187	329,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	516,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,980	6,517,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	96,563	7,257,669
1870.....	396,171	382,823	377,000	443,132	780,700	755,737	636,434	661,020	808,318	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	.....	.....	.....	.....
1870.....	213,101	196,207	239,161	269,490	259,000	268,493	196,724	229,099	264,690	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	280,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,095
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,280,688
1867.....	242,793	219,065	276,647										

NATIONAL AND STATE SECURITIES.

[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 87 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	93	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	89
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....					2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....					Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98½
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	....	7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	103
1st Mortgage (Pennsylvania).....	....	7*	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	101
1st Mortgage (Ohio).....	....	7*	"	"	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....	6,000,000	7*	June & Dec.	New York.	1876	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84½
1st Mortgage (Buffalo Extension).....	....	7*	April & Oct.	London.	1882	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....	....	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (New York).....	....	7*	April & Oct.	"	1884	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	107
2d Mortgage (Pennsylvania).....	3,000,000	7*	April & Oct.	New York.	1881	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104½
2d Mortgage (Ohio).....	....	7*	Jan. & July.	London.	1882	....	National Loan.....	26,010,900	6	"	"	1895	....
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Cheraw and Darlington.....	150,000	7	Jan. & July.	Charleston.	1870	....
Atlantic and Gulf:							1st Mortgage.....	....	6*	May & Nov.	New York.	1900	90
1st Mortgage Consolidated.....	2,000,000	....	& —	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	....	6*	May & Nov.	New York.	1900	90
Portland City Loan (sfg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1886	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	01½
2d Mortgage, sterling.....	885,500	6*	"	London.	1886	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	94½	1st Mortgage, pref. sinking fund.....	356,000	7	May & Nov.	New York.	1877	97
Loan of 1850.....	579,500	6	"	"	1880	94	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	102
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95½	Income bonds (2d Mortgage).....	1,078,000	7	April & Oct.	"	1883	90½
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	110½
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage convertible.....	150,000	8	"	"	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
Bellefontaine:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Bellefonte and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	86	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	96
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	84	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....	....	7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee, (45 m's).....	397,000	7	May & Nov.	New York.	1874	90
Boston and Albany:							1st Mortgage (C. and N. W.).....	....				
Sterling Loan.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	"	1875	....	Pref. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	96
Boston, Clinton and Fitchburg:							Funded Coupons.....	756,500	7	May & Nov.	"	1883	92
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	93
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Conc. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94½	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	84
2d Mort. conv. (1st M. on 22½ m.).....	100,000	6	Jan. & July.	Boston.	1870	99½	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	87½
2d Mort. conv. (1st M. on 22½ m.).....	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89½	Elgin and State L. purchase b'ds.....	138,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds.....	2,077,000	7	F. M. A. & N.	"	1915	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	826,000	10	May & Nov.	"	'68-'71	91
1st Mortgage (new) for \$20,000,000.....	....	7	Jan. & July.	"	1899	31	1st Mort. (Gal. & Chic. U. R. R.).....	1,807,000	7	Feb. & Aug.	"	1882	95
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.).....	985,000	7	May & Nov.	"	1875	96
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.).....	855,000	7	March & Sept.	"	1898	95
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96½	1st Mort. (Chi. & Mil. R.W. 85 m.)	1,129,000	7	Jan. & July.	"	1898	90
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Beloit & Mad. R.).....	354,000	7	"	"	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	....
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.).....	7,376,000	7	"	"	1896	97½
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	"	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82½
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83½	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'81	79
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	89½	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,545	8											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	92½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880	93	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	93	3d Mortgage.....	6,000,000	7	" "	" "	1883	85½
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	80½
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	92	5th Mortgage.....	925,500	7	June & Dec.	" "	1888	80
1st Mort. (June R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	92	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	92
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98	Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	92
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	98	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	92	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	92
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	92
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	79½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	92
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	60	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	92
Income Bonds.....	1,243,000	7	" "	" "	1881	60	Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" "	1881	92
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897	92	1st Mortgage.....	200,000	7	" & "	Providence.	18—	92
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	92	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	92
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	92	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" & "	New York.	18—	92
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	76-77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	92
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	99
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	92
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	92
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	92	Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	92	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	92
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	92	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	92
2d Mortgage.....	109,500	8	" "	" "	1904	92	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	92
Danbury and Norwalk:							3d Preference Bonds.....	3,414,094	4*	" "	" "	18—	92
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	92	4th Preference Bonds.....	25,592,860	4*	" "	" "	18—	92
Danv., Urbana, Blooming, & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	92
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1903	92	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	92
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	92	Government Loan £573,688.....	2,782,387	6*	" & "	Ottawa.	73-76	92
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	92	Mortgage Bonds £615,200.....	2,983,720	6*	" & "	London.	77-78	92
3d Mortgage.....	700,000	7	April & Oct.	" "	1888	92	Mortgage Bonds £547,000.....	2,652,950	5*	" & "	" "	77-78	92
Dayton and Union:							Stock Debentures £40,700.....	225,500	5*	" & "	" "	77-78	92
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	92	Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	92	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879	92	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	92
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	92
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	92	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	83½
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	92	Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	92
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	92	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875	92	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	106½
State Loan.....	170,000	6	" "	" "	1876	92	Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	106½
Extension Mortgage.....	100,000	6	" "	" "	1880	92	Eight per cent. Loan.....	860,000	8	" "	" "	1874	106½
Delaware, Lackawanna, & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	106½
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	100	Ten per cent. Loan.....	500,000	10	" & "	" "	1869	106½
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98½	1st Mort. (Quincy and Palmyra)	500,000	8	" & "	" "	18—	106½
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	94	1st Mort. (Kan. City & Cameron)	1,200,000	10	" & "	" "	1891	106½
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	92	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	92	Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	92	Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	92	1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	92
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	92	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	92
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	92	Hempfield:						
Bonds of June 30, 1866, (cond.)	1,861,639	6	" "	" "	1886	92	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	92
Detroit, Mon. & Tol. (M.S. & N.I.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	92
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	92
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	92	Houston and Texas Central:						
2d Mortgage.....	150,000	7	April & Oct.	" "	1878	92	1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	92
3d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	92	Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,930,000	7	Feb. & Aug.	New York.	1870	92
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	1¼
1st Mortgage (construction).....	660,000	7	" "	" "	1894	96	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	96	Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	96	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	91
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	96	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	96	Construction.....	3,187,500	7	April & Oct.	New York.	1875	110
1st Pennsylvania:							Construction.....	332,000	6	" "	" "	1875	110
1st Tennessee Sinking Fund.....	508,900	7	April & Oct.	Philadelphia.	1888	96	Redemption.....	2,500,500	6	" "	" "	1890	110
1st Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6*	" "	London.	1875	110
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	96	Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898	96	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	96
Mortgage (old).....	640,000	7	" "	" "	1880	96	Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" "	" "	1880	96	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	70
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	96	Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	96	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	96
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	96	Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	96
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	96	Iowa River:						
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	96	1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	96
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	99	Jackson, Lansing and Saginaw:						
1st Mortgage (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876	99	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	96	Jeffersonville (J. M. & L.):						
Edgfield and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	96
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	96	Jeffersonville, Madison & Indian.:						
Elmira and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	96
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	Joliet and Chicago:						
Income Bonds.....	570,000	6	April & Oct.	" "	1872	60	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	96
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	92	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	96

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
					When.	Where.								When.	Where.		
100	Junction, Philadelphia:									Mobile and Montgomery:							
92	1st Mortgage, guaranteed.....		800,000	6	April & Oct.	Philadelphia.	1896	89		1st Mortgage.....		\$1,200,000	8	May & Nov.	New York.	1888	....
85	Kentucky Central:									Mobile and Ohio:							
80	1st Mort. (Covington & Lexing.)		\$128,000	7	— & —	New York.	1873	....		1st Mortgage, Sterling.....		4,593,000	8*	May & Nov.	London.	1882	....
	2d Mortgage (do.).....		794,000	7	— & —	"	1883	....		Tennessee Loans.....		1,669,800	6	Jan. & July.	New York.	1891	....
	3d Mortgage (do.).....		237,000	7	— & —	"	1885	....		Income of '61, '62, '65 and '67...		388,900	8	May & Nov.	Mobile.	1867	....
	Keokuk and St. Paul:									Liquidation (10 year) bonds.....		556,421	8	"	New York.	1876	....
	1st Mortgage, sinking fund, conv.		400,000	8	May & Nov.	New York.	1879	99		Interest bonds.....		897,900	8	"	Mobile.	1882	72
	Knoxville and Charleston:									Montgomery and Eufrata:							
	Tenn. State Loan.....		450,000	6	Jan. & July.	New York.	1898	....		1st Mortgage, endorsed by Ala..		129,000	8	March & Sept.	New York.	1886	....
	Knoxville and Kentucky:									Montgomery and West Point:							
	Tenn. State Loan (old).....		1,310,000	6	Jan. & July.	New York.	1890	....		Income Bonds.....		100,000	8	Jan. & July.	New York.	1871	....
	Tenn. State Loan (new).....		800,000	6	"	"	1898	....		Income Bonds.....		306,900	8	"	"	1876	....
	Lackawanna and Bloomsburg:									Mortgage Bonds.....		719,500	8	"	"	1881	....
	1st Mortgage.....		900,000	7	Jan. & July.	New York.	1875	....		Morris and Essex:							
	1st Mortgage (Extension).....		400,000	7	March & Sept.	Philadelphia.	1885	....		1st Mortgage, Sinking Fund....		5,000,000	7	May & Nov.	New York.	1915	101
	2d Mortgage.....		500,000	7	April & Oct.	"	1880	....		2d Mortgage.....		3,000,000	7	Feb. & Aug.	"	1891	96
	2d Mortgage (Extension).....		400,000	7	May & Nov.	"	1890	....		Nashville and Chattanooga:							
	Lake Erie and Louisville:									1st Mortgage, endorsed by Tenn.		1,569,000	6	Jan. & July.	New York.	1890	....
	1st Mortgage for \$1,600,000.....		500,000	7	Jan. & July.	New York.	1893	....		Tenn. State Loan.....		150,000	6	"	"	1892	....
	Lawrence:									Tenn. Coupons Funded.....		426,270	6	"	"	1892	....
	1st Mortgage.....		360,000	7	"	Pittsburg.	1886	....		Nashville and Decatur:							
	Lehigh and Lackawanna:									Tenn. State Loan.....		2,465,176	6	Jan. & July.	New York.	'90-'92	....
	1st Mortgage (tax free).....		200,000	7	Feb. & Aug.	Philadelphia.	1897	89		Income Bonds (Tenn. and Ala.)		205,000	10	April & Oct.	Nashville.	1870	....
	Lehigh Valley:									2d Mortgage.....		500,000	6	"	New York.	1887	....
	1st Mort. (exchangeable for new)		1,262,000	6	May & Nov.	Philadelphia.	1873	100		Nashville and Northwestern:							
	New Mortgage, free of taxes.....		1,917,000	6	June & Dec.	"	1898	98		Tenn. State Loan.....		2,672,000	6	Jan. & July.	New York.	'88-'94	....
	1st Mortgage (Hazleton).....		149,500	6	Jan. & July.	"	1878	90		2d Mortgage.....		792,050	6	"	"	'71-'83	....
	Little Miami:									Nauvick:							
	1st Mortgage.....		1,489,000	6	May & Nov.	New York.	1883	....		1st Mortgage, Convertible.....		166,000	7	Jan. & July.	Bridgeport.	1876	....
	Cincinnati Loan.....		100,000	6	"	Cincinnati.	1880	....		Newark and New York:							
	Little Rock and Fort Smith:									1st Mortgage.....		600,000	7	Jan. & July.	New York.	18—	....
	1st Mortgage for \$3,500,000.....		6*			Boston	....			Newburg & New York (Oct. 1, '68):							
	Little Schuylkill:									1st Mortgage.....		250,000	7	Jan. & July.	New York.	18—	....
	1st Mortgage, sinking fund.....		807,500	7	April & Oct.	Philadelphia.	1877	99		New Bedford and Taunton:							
	Long Island:									1st Mortgage.....		174,000	6	Jan. & July.	Boston.	1881	....
	1st Mortgage.....		500,000	6	Jan. & July.	New York.	1875	....		New Brunswick and Canada:							
	Hunter's Point Extension.....		175,000	7	Feb. & Aug.	"	1890	....		1st Mortgage, Sterling \$220,000...		1,100,000	6*	May & Nov.	London.	1867	....
	Glen Cove Branch.....		150,000	6	May & Nov.	"	1893	....		Newcastle and Beaver Valley:							
	Louisville, Cincin. and Lexington:									1st Mortgage for \$150,000.....		125,000	7	May & Nov.	Philadelphia.	1882	....
	1st Mortgage for \$3,000,000.....		2,628,000	7	Jan. & July.	New York.	1897	....		2d Mortgage for \$100,000.....		29,500	7	March & Sept.	"	1877	....
	Louisville and Frankfort:									New Haven and Darby:							
	1st Mortgage.....		88,000	6	Jan. & July.	New York.	'70-'78	....		1st Mortgage.....		300,000	7	May & Nov.	New York.	1888	....
	Louisville Loan.....		100,000	6	"	"	1881	....		New Haven and Northampton:							
	Louisville and Nashville:									1st Mortgage.....		450,000	7	Jan. & July.	New Haven.	1869	....
	1st Mortgage, Main Stem.....		1,424,000	7	Jan. & July.	New York.	'69-'77	98		1st Mort. (Hamp. & Hampd.)...		200,000	6	April & Oct.	"	1874	....
	1st Mortgage, Memphis Branch.....		267,000	7	May & Nov.	"	'70-'76	96		New Jersey:							
	1st Mortgage, Bardonia Branch.....		27,500	7	Jan. & July.	"	1870	....		Company Bonds (var. issues)...		850,000	6	Feb. & Aug.	New York.	'75-'87	93
	1st Mort. Lebanon Branch Ext.....		88,000	7	May & Nov.	"	'80-'85	92		New London Northern:							
	Louisville Loan, Main Stem.....		849,000	6	April & Oct.	"	'86-'87	92		1st Mortgage.....		60,000	7	Jun. & Dec.	New London.	1875	....
	Louisville Loan, Lebanon Br.....		225,000	6	May & Nov.	"	1886	....		1st Mortgage, Extension.....		370,000	7	March & Sept.	"	1885	....
	Louisville Loan, Leb. Br. Ext.....		333,000	6	April & Oct.	"	1893	....		New Mortgage.....		230,000	7	April & Oct.	New York.	1888	....
	Consolid. 1st mort. for \$8,000,000		2,000,000	7	"	"	1898	90		N. Orleans, Jackson & Gt. North..							
	Louisville, N. Albany & Chicago.									1st Mortgage for \$3,000,000.....		2,741,000	8	Jan. & July.	New York.	1886	....
	1st Mort., New Albany & Salem		2,235,000	6	— & —	New York.	1892	....		2d Mortgage for \$1,500,000.....		1,157,000	8	April & Oct.	"	1890	....
	Macon and Brunswick:									N. Orleans, Opelousas & Gt. Wtn:							
	1st Mort. endorsed by Georgia..		140,000	7	Jan. & July.	New York.	1881	....		1st Mort. construction (80 m.) ..		1,842,000	8	April & Oct.	New York.	1889	....
	Mahogany and Broad Mountain:									2d Mort. (F.) for \$1,000,000 (80m.)			8	Jan. & July.	"	1887	....
	1st Mortgage.....		250,000	6	Jan. & July.	Philadelphia.	1884	....		New York Central:							
	Maine Central:									Premium, Sinking Fund Bonds.....		5,946,689	6	May & Nov.	New York.	1883	91
	\$1,100,000 Loan.....		1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99		Funding, Sinking Fund Bonds.....		1,514,000	7	Feb. & Aug.	"	1876	100
	\$400,000 Loan.....		307,700	6	June & Dec.	"	'70-'71	....		Bonds for B. & N. Falls R.R. Co.		76,000	6	May & Nov.	"	1883	....
	Bangor City Loan.....		621,000	6	April & Oct.	"	1874	....		Bonds for railroad stocks.....		592,000	6	"	"	1883	50
	2d Mort. (Penob. & Ken. R. R.)		300,000	6	Feb. & Aug.	Bangor.	1870	....		Bonds for real estate.....		162,000	6	"	"	1883	87
	Marietta and Cincinnati:									Bonds and mortgages.....		58,215	7	various.	"	var.	....
	1st Mortgage.....		2,454,342	7	Feb. & Aug.	Baltimore.	1891	91		Convertible bonds.....		210,000	7	Feb. & Aug.	"	1876	120
	1st Mortgage, Sterling.....		1,050,000	7*	"	Baltimore.	1891	....		Renewal bonds of 1868.....		2,900,000	6	June & Dec.	"	1887	91
	2d Mortgage.....		2,500,000	7	May & Nov.	Baltimore.	1896	75		New York and Flushing:							
	Scioto and Hooking Valley.....		300,000	7	"	"	1896	....		1st Mortgage.....		125,000	7	— & —	New York.	18—	....
	Memphis and Charleston:									New York and Harlem:							
	Tenn. State Loan.....		1,817,937	6	Jan. & July.	New York.	1890	....		1st Mortgage of 1863.....		3,000,000	7	May & Nov.	New York.	1873	102
	1st Mortgage, Convertible.....		1,293,000	7	May & Nov.	"	1880	....		Consolidated mortgage of 1863.....		1,797,000	7	Feb. & Aug.	"	1893	....
	2d Mortgage.....		1,000,000	7	Jan. & July.	"	1885	....		New York and New Haven:							
	Memphis and Little Rock:									1st Mortgage.....		1,069,500	6	April & Oct.	New York.	1875	99
	Tenn. State, endorsements.....		445,000	6	Jan. & July.	New York.	1890	....		New York, Providence & Boston:							
	Mortgage (road and land).....		1,300,000	8	May & Nov.	"	1890	....		1st Mortgage.....		250,000	6	Feb. & Aug.	New York.	'73-'78	98
	Ark. State Loan.....		900,000	7	Jan. & July.	"	1897	....		Extension Bonds.....		250,000	6	May & Nov.	"	1883	....
	Michigan Central:									Norfolk and Petersburg:							
	1st Mortgage, sterling.....		467,489	6*	Jan. & July.	London.	1872	....		1st Mortgage.....		110,500	7	Jan. & July.	New York.	1877	....
	1st Mortgage, sterling, convertible		500,000	8*	March & Sept.	"	1869	....		1st Mortgage.....		303,000	8	"	"	1877	....
	1st Mortgage, dollars, convertible		1,294,500	8	"	New York.	1869	....		2d Mortgage for \$300,000.....		43,000	8	"	Norfolk.	1872	....
	1st Mortgage, dollars, convertible		500,000	8	April & Oct.	"	1882	....		North Eastern:							
	Consol. Sinking Fund Mortgage		4,207,000	8	"	"	1882	120		1st Mortgage.....		700,000	7	March & Sept.	Charleston.	1869	....
	Michigan Southern & North. Ind.:									2d Mortgage for \$300,000.....		145,000	7	"	"	1868	....
	1st Mortgage, Sinking Fund.....		6,728,000	7	May & Nov.	New York.	1885	99		North Missouri:							
	2d Mortgage.....		2,693,000	7	"	"	1877	98		1st Mortgage of 1865.....		6,000,000	7	Jan. & July.	New York.	1865	85
	Detroit, Monroe & Toledo Mort		924,000	7	Feb. & Aug.	"	1876	93		2d Mortgage of 1868.....		4,000,000	7	April & Oct.	"	1888	....
	Middle and Centre County:									North Pennsylvania:							
	1st Mortgage.....		172,500	6	April & Oct.	Philadelphia.	1885	....		1st Mortgage.....		2,500,000	6	Jan. & July.	Philadelphia.	1880	96
	Milwaukee & Chicago, (40 miles):									Chattel Mortgage.....		360,000	10	April & Oct.	"	1887	112
	2d Mortgage, (C. & N. W. R. W.)		182,000	7	Jan. & July.	New York.	1874	....		2d Mortgage.....		276,500	7	— & —	"	18—	94
	3d Mortgage, (")		10,500	7	June & Dec.	"	1898	....		North Shore, L. I.:							
	Milwaukee and St. Paul.									1st Mortgage.....		110,200	7	Jan. & July.	New York.	1887	....
	1st Mortgage—370 miles.....		5,425,000	7	Jan. & July.	New York.	1893	94		Northern Central:							
	2d Mortgage.....		1,390,000	7	April & Oct.	"	1884	85		1st Mortgage, guaranteed.....		1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
	1st Mortgage (P. du C.).....		3,455,000	8	Feb. & Aug.	"	1898	105									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr.&Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	" " "	" "	1890	....
1st Mortgage.....	79,873	...	— & —	— & —	...	...	" " 3d class...	154,000	7	or	" "	1890	....
2d Mortgage.....	52,000	...	— & —	— & —	...	...	" " 4th class...	1,263,000	7	Jan.&Jul.	" "	1890	....
3d Mortgage.....	665,000	...	— & —	— & —	...	...	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	80
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	...	2d Mortgage.....	23,500	6	" " "	" "	1868	73 1/2
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1864	...	3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	...	Income Bonds.....	138,500	6	" " "	" "	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" " "	" "	1890	82
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" " "	" "	1876	...	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	95
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	...	2d Mortgage, registered.....	1,000,000	8	April & Oct.	" "	1878	....
South Carolina:							West Jersey:						
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	90 1/2
Sterling Bonds \$59,031.....	262,366	5*	" " "	Charleston.	'71-'85	...	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	" "	1896	....
Domestic Bonds.....	418,010	6	" " "	" "	'73-'74	...	Western (Boston and Albany).						
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	...	Sterling Loans, \$899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	...	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	100 1/2
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed		8	— & —	New York.	1889	...	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
South Shore:							1st Mortgage unendorsed.....	400,000	6	" " "	" "	1890	75
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	88
South Side, Va.:							2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	" "	1890	80
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	...	Western Pennsylvania:						
3d Mort. (for City Point R. R.).	175,000	6	" " "	" "	'65-'68	...	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81 1/2
4th Mortgage.....	317,000	6	" " "	" "	'70-'72	...	Western Union:						
Consol. Mortgage.....		8	" " "	New York.	'84-'90	...	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
South Side, L. I.:							Whitehall and Plattsburg:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89 1/2	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
South Western:							Wicomico and Pocomoke:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	...	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Southern Minnesota:							1st Mortgage guar. by State.....		8	" " "	" "	1897	64 1/2
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888	...	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	....
Staten Island:							1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1886	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
Sterling Mountain:							Wilmington and Weldon:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Sullivan:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	90
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	...	York and Cumberland (N. Cent.)						
Syracuse, Binghamton and N. Y.:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	3d Mortgage.....	500,000	6	" " "	" "	1877	....
Summit Branch:							CANAL BONDS.						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86 1/2	Chesapeake and Delaware:						
Sussex:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	Chesapeake and Ohio:						
Tioga:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
Toledo, Peoria and Warsaw:							Preferred Bonds.....	1,099,500	6	Jan. & July.	Baltimore.	1886	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84	Delaware Division:						
1st Mortgage (W. Div.).....	1,500,000	7	Feb. & Aug.	" "	1896	79	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage (W. Div.).....	1,500,000	7	April & Oct.	" "	1886	...	Delaware and Hudson:						
Toledo, Wabash and Western:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	90 1/2	1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	....
2d Mort. (Tol. & W. 167 m.).....	2,500,000	7	" " "	" "	1890	...	Delaware and Raritan (See Cam		6	den and	Amboy R.R.)		
1st Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86	Erie of Pennsylvania:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" "	1871	...	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1868	....
Equipmt Bonds (T. & W. 75m.)	600,000	7	" " "	" "	1883	79 1/2	Interest Bonds.....	161,960	7	" " "	" "	18—	....
Consol. M. (T. & W. 499 m.)	2,352,000	7	F. M. A. & N.	" "	1907	81 1/2	Illinois and Michigan:						
Troy and Boston:							Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Ill. State bonds, sterling, reg...	500,967	6*	" " "	" "	1870	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	...	Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	...	Lehigh Coal and Navigation:						
Troy Union:							1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	2d Loan.....	5,606,122	6	" " "	" "	1884	83
2d Mortgage, guaranteed.....	360,000	6	" " "	" "	1878	...	3d Loan.....	2,000,000	6	" " "	" "	1897	....
Union Pacific:							Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	89 1/2
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83 1/2	Convertible Loan.....	1,201,850	6	" " "	" "	1877	78 1/2
2d Mortgage (Gov. subsidy).....	27,236,512	6	" " "	" "	'95-'99	...	Monongahela Navigation:						
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	70 1/2	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	73 1/2	2d Mortgage.....	57,000	6	" " "	" "	18—	....
Union Pacific—Central Branch:							Morris and Banking:						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	89 1/2
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	...	2d Mortgage.....	302,750	6	" " "	" "	1876	75
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	" "	1885	77
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	...	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	" "	'95-'97	...	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Land Grant Mort. for \$500,000.	361,000	7	March & Sept.	" "	'71-'76	...	2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	73 1/2
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...	Improvement Loan.....	1,601,670	6	May & Nov.	" "	1876	70
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	84 1/2	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	37	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	46
Equip. Loan (Vt.C. & Vt. & Ca.)	1,000,000	8	May & Nov.	PHILADEL.	'77-'89	103	Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91 1/2	1st Mortgage.....	2,000,000	6	May & Nov.	Philadelphia.	1883	9
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" " "	Boston.	1860	...	Wyoming Valley:						
3d Mortgage.....	238,200	7	" " "	New York.	1860	...	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "all," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.																								
Years ending	Railroad			Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.						
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Pass.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passenger.		Freight.	Gross.	Net.	Dividends.	Par.	P-c
Sept. 30, 1899	37.0			1	1	16	2,146,679		4,183,000	915,000	1,205,948			26.0	21,132	256,726	254,296	35,611	1,488					
June 30, 1899	70.0			21	24	7	7,185,162		2,149,200	4,175,000	7,550,564			70.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	142.0			32	7	10	800,000		2,169,550	7,550,564	831,114			142.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	1.0			1		1	800,000		2,169,550	7,550,564	831,114			1.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
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June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,564	831,114			8.0	421,816	9,214,689	7,920,858	697,846	237,853					
June 30, 1899	8.0			14	6	5	506,000		2,169,550	7,550,560														

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

AN asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State and Railroads are distinguished by a "v."

Abstract of General Balance Sheet.										Operations.										Earnings.		Value of Shares.	
Property and Assets.										Liabilities.										Earnings.		Value of Shares.	
Rolling Stock.										Railroad Operated.										Earnings.		Value of Shares.	
Main Line.										Accounts and Cash.										Earnings.		Value of Shares.	
Branch Line.										Stocks.										Earnings.		Value of Shares.	
2d Track and Sidings.										Bonds.										Earnings.		Value of Shares.	
Engines.										Accounts.										Earnings.		Value of Shares.	
Pass.										Surplus Income.										Earnings.		Value of Shares.	
Freight.										Net.										Earnings.		Value of Shares.	
Car.										Gross.										Earnings.		Value of Shares.	
Par.										Dividends.										Earnings.		Value of Shares.	
Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
Pass.										Par.										Earnings.		Value of Shares.	
Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
Par.										Par.										Earnings.		Value of Shares.	
Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
Pass.										Par.										Earnings.		Value of Shares.	
Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
Par.										Par.										Earnings.		Value of Shares.	
Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
Pass.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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Pass.										Par.										Earnings.		Value of Shares.	
Freight.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
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Branch Line.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
Par.										Par.										Earnings.		Value of Shares.	
Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
Pass.										Par.										Earnings.		Value of Shares.	
Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
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Engines.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
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Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
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Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
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2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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Pass.										Par.										Earnings.		Value of Shares.	
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Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
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2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	
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Freight.										Par.										Earnings.		Value of Shares.	
Car.										Par.										Earnings.		Value of Shares.	
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Years ending.										Par.										Earnings.		Value of Shares.	
Main Line.										Par.										Earnings.		Value of Shares.	
Branch Line.										Par.										Earnings.		Value of Shares.	
2d Track and Sidings.										Par.										Earnings.		Value of Shares.	
Engines.										Par.										Earnings.		Value of Shares.	

[illegible]

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in the column headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-owned Railroads are distinguished by a "1."

Years ending		Railroad		Rolling Stock		Companies		Property and Assets		Liabilities		Operations		Earnings		Value of Shares							
		Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Engines	Pass.	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.	P-c.
July 31, 1898	1898	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Sept. 30, 1898	1898	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Oct. 31, 1898	1898	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Nov. 30, 1898	1898	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Dec. 31, 1898	1898	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Jan. 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Feb. 29, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Mar. 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Apr. 30, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
May 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
June 30, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
July 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Aug. 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Sept. 30, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Oct. 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Nov. 30, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Dec. 31, 1899	1899	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Jan. 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Feb. 29, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Mar. 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Apr. 30, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
May 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
June 30, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
July 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Aug. 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Sept. 30, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Oct. 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Nov. 30, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Dec. 31, 1900	1900	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Jan. 31, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Feb. 29, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Mar. 31, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Apr. 30, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
May 31, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
June 30, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
July 31, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Aug. 31, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Sept. 30, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 5	333,302	297 5	333,302	920,644	342,730	100 104	100 104
Oct. 31, 1901	1901	107 5	100 0	0 5	26	20	2	320	3,719,813	208,792	227,624	3,210,000	430,000	383,015	130,224	297 2							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track	Horses and Drummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount outstanding.	Interest Rate.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.	Market.							
Sept. 30, '99	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	8,000	78,817	21,467	100	100	100	100	Albany:	40,000	7	J. & J.	18	....
Nov. 30, '99	1.06			Albany st. Freight (B'ton).Mass.	49,749	180,000		4,377	8,404	Loss.	100	100	100	100	Bleeker St. & Fulton Ferry:						
Dec. 31, '99	3.41			Allentown.....Pa.	27,739	30,314		11,900	9,089	2,872	100	100	100	100	1st Mortgage	604,000	7	J. & J.	1872	....
Sept. 30, '99	31.00	479	73	Baltimore City.....Md.					480,046		0	100	100	100	Broadway (Brooklyn):						
Sept. 30, '99	22.00	400	50	Bleeker st. & F.F. (N.Y.C.)N.Y.	1,702,725	900,000	694,000	23,300	334,039	83,267	64	100	100	100	1st Mortgage	100,000	7	J. & J.	1881	....
Nov. 30, '99	2.56			Boston and Chelsea.....Mass.	110,000	110,000			124,615	2,672	100	100	100	100	Broadway and 7th Avenue:						
Nov. 30, '99	3.06			Boston & West Roxbury.Mass.	41,000	41,000			72,720	5,718	100	100	100	100	1st Mortgage	500,000	7	J. & J.	1884	....
Sept. 30, '99	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,650	200,000	100,000	11,206	128,682	29,881	8.0	100	100	100	Brooklyn, Bath & Coney I.						
Sept. 30, '99	16.00	775	103	B'way & 7th Av. (N.Y.C.)N.Y.	522,895	1,500,000	100,000	100,000	713,423	22,733	4.0	100	100	100	1st Mortgage	80,000	7	J. & J.	18	....
Sept. 30, '99	7.00	180	31	Brooklyn, Bath & Coney L.N.Y.	178,759	100,000	80,000		30,153	Loss.	12.0	100	100	100	Brooklyn City:						
Sept. 30, '99	12.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	100	100	100	100	1st Mortgage	300,000	7	J. & J.	1882	....
Sept. 30, '99	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	500,000	4,000	34,438	124,615	21,999	100	100	100	100	Brooklyn City & Newtown:						
Sept. 30, '99	19.25	22	8	B'klyn Prosp. P. & Flatb.N.Y.	537,944	261,400	278,000		72,720	5,718	100	100	100	100	1st Mortgage	200,000	7	J. & J.	1875	....
Sept. 30, '99	4.50			B'klyn Flatb. & Coney Isl.N.Y.		10,000	100,000	(Not in operation.)				100	100	100	Brooklyn & Rockaway B'ch:						
Sept. 30, '99	15.21			Buffalo street.....N.Y.	327,661	50,000	318,500	6,457	160,428	18,967	100	100	100	100	1st Mortgage	45,000	7	J. & J.	18	....
Sept. 30, '99	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	282,200	2,000	20,066	76,650	Loss.	9.0	100	100	100	Buffalo street:						
Nov. 30, '99	25.52	20	4	Cambridge (Boston).....Mass.	734,670	150,000		94	77,800	Loss.	7.0	100	100	100	1st Mortgage	316,000	7	J. & J.	1881	....
Sept. 30, '99	1.76	731	125	Central City (Syracuse).....N.Y.	29,714	21,130	0,000		13,254	3,222	7.0	100	100	100	Cambridge (Boston):						
Sept. 30, '99	35.00	200	32	Cen. P. & N.E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	100	100	100	100	1st Mortgage sinking fund	150,000	6	J. & J.	1883	92 1/2	
Oct. 31, '99	5.43	139	26	Citizens' (10th & 11th sts.) (Ph.)Pa.	179,635	192,750			240,293	81,318	36 1/2	50	194		Central Park, N. & E. River:						
Oct. 31, '99	9.06	212	16	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19 1/2	50	64		1st Mortgage	628,000	7	J. & J.	1874	....
Sept. 30, '99	14.53	808	107	Coney Island (Brooklyn).....N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	100	100	100	100	Citizens' (Pittsburg):						
Sept. 30, '99	22.79	107	17	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	859,180	1,200,000	700,000		738,000	180,104	100	100	100	100	1st Mortgage	56,300	7	J. & J.	1870	....
Sept. 30, '99	3.50	12	3	Dunkirk and Fredonia.....N.Y.	42,643	34,825		1,337	8,480	4,162	2 1/2	25	20		Coney Island and Brooklyn:						
Oct. 31, '99	1.64	861	157	Easton and S. Easton.....Pa.	25,230	29,662			8,566	1,237	2 1/2	25	20		1st Mortgage	214,000	7	J. & J.	1873	....
Sept. 30, '99	19.00	18	4	Elighth Avenue (N.Y. City)N.Y.	1,627,023	1,000,000	203,000		835,447	200,354	12.0	100	100	100	D. Dock, E Bdw. & Battery:						
Oct. 31, '99	2.26	10	4	Erie City.....Conn.	32,915	18,550	17,272		12,444	2,749	50	9 1/2			1st Mortgage	700,000	7	J. & J.	18	....
Sept. 30, '99	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456	100	100	100	100	Elighth Avenue (N. Y.):						
Sept. 30, '99	9.63	273	45	42d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,062,479	745,000	260,000		876,908	112,240	10.0	100	100	100	42d st. & Gr'd st. Ferry (N.Y.):						
Oct. 31, '99	16.36	22	5	Frankford & Southwark (Ph.)Pa.	782,441	491,750	198,000		308,158	61,719	6 1/2	50	49 1/2		1st Mortgage	160,000	7	J. & J.	1873	....
Sept. 30, '99	3.25	360	59	Genesee & Water st. (Syr.)N.Y.	59,053	42,500	12,700	2,000	12,598	545	100	100	100	100	Real Estate	100,000	7	var.	var.		
Oct. 31, '99	34.25	135	26	Germantown (Phila.).....Pa.	562,270	307,545	350,000		348,021	123,493	19 1/2	50	15	28 1/2	Frankford and Southwark:						
Oct. 31, '99	5.40	135	26	Grand College (Phila.).....Pa.	173,657	170,000			136,885	35,607	10	50	17	33	1st Mortgage	198,000	7	J. & J.	1877	....
Sept. 30, '99	8.0	90	15	Grand st. & Middle Vil. N.Y.	75,000	125,000	190,000		37,890	10,205	100	100	100	100	Germantown:						
Sept. 30, '99	5.50	198	39	Gr'd st. & Newtown (B'k'n)N.Y.	200,000	170,000	50,000		82,066	7,093	7.0	50	15	39	1st Mortgage	250,000	7	J. & J.	1870	....
Oct. 31, '99	5.09	107	17	Green and Coates st. (Phila.)Pa.	239,746	100,000	100,000		176,078	39,959	7.0	50	15	39	Green and Coates (Phila.):						
Sept. 30, '99	10.00	11	6	Harlem, Br. Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,502	4,770	100	100	100	100	1st Mortgage	100,000	7	J. & J.	1878	86 1/2	
Oct. 31, '99	2.14	19	6	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	25	24			Grand st. and Newtown:						
Dec. 31, '99	9.00	339	56	Hartford & Wethersfield. Conn.	180,000	180,000			72,502	4,770	100	100	100	100	1st Mortgage	30,000	7	J. & J.	18	....
Oct. 31, '99	14.10	339	56	Hest. Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2 1/2	50	7	14 1/2	Hartford & Wethersfield. Conn.						
Dec. 31, '99	2.50			Hoboken and Weehawken.N.J.	161,535	106,700	74,000		169,088	29,747	100	100	100	100	Hestonv. Mantua & Fairm.						
Sept. 30, '99	10.47			Hudson Av. (Brooklyn).....N.Y.											1st Mortgage	25,900	7	J. & J.	1874	....
Sept. 30, '99	3.56	27	4	Jersey City & Bergen Point.N.J.	77,494	75,000			22,390	2,405	100	100	100	100	Hudson Av. (Brooklyn):						
Oct. 31, '99	5.20	113	17	Kingston and Rondout.....N.Y.	118,592	90,000	62,500	11,462	75,378	6,258	25	9			1st Mortgage	74,000	7	M & N	1878	....
Nov. 30, '99	4.04	49	9	Lombard and South st. (Ph.)Pa.	70,000	55,830			31,469	6,385	2.0	100	36		Lombard and South st. (Ph.):						
Nov. 30, '99	12.61	225	33	Lowell Horse.....Mass.	274,331	200,000	50,000	41,952	168,752	14,010	100	100	100	100	1st Mortgage	62,500	7	J. & J.	1883	75	
Nov. 30, '99	3.75			Lynn and Boston.....Mass.	60,394	49,224			oper. M. dilesex.		100	100	100	100	Lynn and Boston:						
Nov. 30, '99	1.00			Malden and Melrose (B'tn).Mass.	190,646	119,000		33,836	13,679	oper. M. dilesex.	100	100	100	100	1st Mortgage sinking fund	50,000	7	J. & J.	1886	74 1/2	
Nov. 30, '99	3.34	39	6	Marginal Freight (Boston).Mass.	36,800	21,000	4,500		oper. M. dilesex.		100	100	100	100	Malden and Melrose:						
Nov. 30, '99	5.11	58	10	Medford & Charlestown (B'tn).Mass.	42,468	50,000		6,201	28,732	Loss.	100	100	100	100	1st Mortgage, guaranteed.	52,000	6	A. & O	1880	....
Sept. 30, '99	6.00	94	17	Merrimack Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	100	100	Metropolitan (Brooklyn):						
Nov. 30, '99	44.18	244	49	Metropolitan (Boston).....Mass.	1,694,492	1,250,000		238,457	821,532	134,567	10.0	100	100	100	1st Mortgage	191,000	7	J. & J.	1878	....
Nov. 30, '99	7.12	172	28	Middlesex (Boston).....Mass.	629,202	400,000	90,038	43,531													

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire* guaranteed.	600,000	7	7	...
Blossburg and Corning* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa* pref. and guar.	2,200,000	7	7	76
Cayuga and Susquehanna* guar.	689,110	...	9	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	3	...
Central Ohio, preferred.	400,000	7	7	29
Chemung* guar.	380,000	8	6	...
Cheshire, preferred.	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,000	7	10	115
Chicago, Iowa and Nebraska* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	88
Cleveland and Mahoning* guar.	2,056,000	7	7	...
Cleveland and Toledo* guar.	6,250,000	...	3	...
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	85
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	...
Delaware* guaranteed.	594,261	6	6	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	...
Elmira and Williamsport* guar.	500,000	5	5	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	80
Erie, preferred.	8,536,910	7	7	46
Hannibal and St. Joseph, pref.	5,253,836	...	11	...
Harrisburg and Lancaster* guar.	1,182,550	7	7	...
Housatonic, preferred.	1,180,000	8	4	99
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	...
Joliet and Chicago* guar.	1,500,000	7	7	...
Joliet and Northern Indiana* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington* guar.	...	5	...	...
Little Schuylkill* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred.	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	...	19	...
" " 2d pref.	4,051,744	6	8	...
Manchester and Lawrence*	1,000,000	...	9	...
Michigan Southern, guaranteed.	598,800	10	10	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...
Milwaukee and P. du Chien, 1st pref.	...	8	8	...
" " 2d pref.	...	7	7	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	81
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	...
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	...	2	...
New York and Harlem, pref.	1,500,000	8	8	138
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	...
North Eastern (S. C.), preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson* guar.	630,000	8	8	...
Paterson and Ramapo* guar.	248,000	...	5	...
Peoria and Bureau Valley* guar.	1,200,000	...	6	...
Philadelphia and Erie*	5,996,700	...	10	...
Philadelphia and Reading, pref.	1,551,800	...	10	...
Philadelphia and Trenton* guar.	1,099,120	...	10	...
Pittsfield and North Adams* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	292,400	6	6	...
Portland, Sag. & Portsmouth* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	557,550	...	7	...
Rutland, preferred.	...	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,546	6	6	36
Schuylkill Valley* guar.	579,050	6	6	...
Shamokin Valley & Pottsville* guar.	869,450	6	6	...
Tol. Peoria & Warsaw (W. D.) pref.	1,500,000	7	...	...
" " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush* guar.	274,000	7	7	...
Vermont and Canada* guar.	2,500,000	8	8	...
Warren* guar.	1,408,300	7	7	...
White Mountains* guar.	200,000	6	6	...
Wright, York & Gettysburg* pref.	317,050	...	2	...
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	67
Schuylkill Navigation, pref.	2,889,997	6	6	32
Union, preferred.	...	6	...	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	32
Mariposa Mining, pref.	\$,774,400	7	7	11

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	33	@	37	-
Pig, American, No. 1.....	per ton	33	@	37	-
Pig, American, No. 2.....	per ton	31	@	32	-
Pig, American, Forge.....	per ton	27	@	29	-
Bar, Refined, English and American.....	per ton	85	@	75	-
Bar, Swedes, assorted sizes.....	(gold)	85	@	100	-
Bar, Swedes, ordinary sizes.....	per ton	85	@	110	-
Bar, Refined.....	per ton	80	@	85	-
Bar, Common.....	per ton	75	@	80	-
Scroll.....	per ton	97	@	130	-
Ovals and Half-round.....	per ton	100	@	125	-
Band.....	per ton	95	@	95	-
Horse Shoe.....	per lb.	95	@	95	-
Rods, 1/2 to 3/16 inch.....	per lb.	85	@	120	-
Hoop.....	per lb.	105	@	150	-
Nail Rod.....	per lb.	7	@	7	-
Sheet, Russia, as to No.'s.....	(gold)	104	@	11	-
Sheet, Single D. and T. Common.....	per ton	57	@	59	-
Rails, English.....	per ton	57	@	59	-
Rails, American, at Works in Penna. c'y.	per ton	70	@	71	-
Anvil, (Eagle).....	per lb.	8	@	8	-

STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val. (Store prices).

English, Cast.....	per lb.	15	@	18	-
English Spring (2d and 1st quality).....	per lb.	7	@	10	-
English Blister (2d and 1st quality).....	per lb.	10	@	17	-
English Machinery.....	per lb.	11	@	14	-
English German (2d and 1st quality).....	per lb.	13	@	15	-
American Blister "Black Diamond".....	per lb.	12	@	12	-
American, Cast, Tool, do.....	per lb.	17	@	17	-
American, Spring, do.....	per lb.	9	@	11	-
American Machinery do.....	per lb.	12	@	12	-
American German do.....	per lb.	9	@	12	-

NAILS-DUTY: Cut, 1 1/2; Wrought, Horse Shoe, 2 1/2 5 cents per lb. (Cash.)

Out, 4d. @ 10d.....	per 100 lb.	4	37½	@	4	50
Clinch.....		6	37½	@	6	—
Horse Shoe, Forged (No. 10 to 6).....	per lb.	—	23	@	—	28
Copper.....		—	35	@	—	36

TIN-DUTY : Pig, Bars and Block, 15 per cent. ad val. ;					
Plate and Sheets and Terne Plates, 25 per cent. ad val.					
Banca.....	(gold)	per lb.	36	@	36
Straits.....	(gold)		32	@	34
English.....	(gold)		32	@	32
Plates—Fair to good brands. Gold. Currency.					
I. C. Charcoal.....	per box.	8 50	@	8 57 1/2	10 25 @ 16 75
I. C. Coke.....		7 25	@	8	8 50 @ 9 50
Coke Terne.....		5 87 1/2	@	6 75	7 — @ 8 —
Charcoal Terne.....		7 62 1/2	@	8	9 — @ 9 50

PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (In bulk), per gall.....	12	@	12	@	12	-
Crude, 40 @ 47 gravity (in shipping order).....	16	@	16	@	16	-
Refined, prime L. S. to W. (110 @115 test).....	-	@	-	@	-	-
Refined, Standard White (in ship'g order).....	25	@	25	@	25	-
Refined, prime White (in shipping order).....	27	@	27	@	27	-
Refined, S. W. (in jobbing lots).....	-	@	-	@	-	-
Refined, S. W. (in tin).....	-	@	-	@	-	-
Naphtha, Refined, (65 @ 73 gravity).....	10	@	10	@	10	-
Residuum.....per bbl.	4	@	4	@	4	-

GLASS-DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

American Window. (Single Thick.)						
	Sizes.	1st.	2d.	3d.	4th.	
	A.	B.	C.	D.		
6 by 8 to 7 by 9.....	7	7	7	7	7	7
8 by 10 to 10 by 15.....	8	8	8	8	8	8
11 by 14 to 12 by 18.....	9	9	9	9	9	9
14 by 16 to 16 by 24.....	10	10	10	10	10	10
18 by 22 to 18 by 30.....	12	12	12	12	12	12
20 by 30 to 24 by 30.....	15	15	15	15	15	15
24 by 31 to 24 by 36.....	16	16	16	16	16	16
25 by 36 to 30 by 44.....	17	17	17	17	17	17
30 by 46 to 32 by 48.....	20	20	20	20	20	20
32 by 50 to 32 by 56.....	22	22	22	22	22	22
Above.....	25	25	25	25	25	25

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)						
	Sizes.	1st.	2d.	3d.	4th.	
	A.	B.	C.	D.		
6 by 8 to 8 by 10.....	4	4	4	4	4	4
8 by 11 to 10 by 15.....	5	5	5	5	5	5
11 by 14 to 12 by 18.....	6	6	6	6	6	6
14 by 16 to 16 by 24.....	7	7	7	7	7	7
18 by 22 to 18 by 30.....	8	8	8	8	8	8
20 by 28 to 24 by 30.....	9	9	9	9	9	9
24 by 31 to 24 by 36.....	10	10	10	10	10	10
25 by 36 to 30 by 44.....	11	11	11	11	11	11
30 by 46 to 32 by 48.....	12	12	12	12	12	12
32 by 50 to 32 by 56.....	13	13	13	13	13	13
34 by 60 to 34 by 60.....	14	14	14	14	14	14
35 by 60 to 40 by 60.....	15	15	15	15	15	15

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	Th. 29.	F. 30.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Canton Co.....	64	...	...	64	67	...
Central Pacific Co.....	90	90	90	90	90	90
Central of N. Jersey.....	106	107	107	107	108	...
Chicago & Alton.....	112	112	112	112	112	112
.. pref.....	114	...	...	...	...	...
.. 1 M.....	...	...	...	...	...	...
.. S. F.....	...	...	...	...	...	...
.. Inc. bds.....	...	...	...	...	90	...
Chicago, Burl. & Q.....	151	...	...	...	...	...
.. 8s, 1883.....	...	...	...	...	110	...
Chi. & Gt. Eastern 1st m.....	...	...	...	...	...	...
Chic. & Northwestern.....	82	82	82	82	81	...
.. pref.....	88	87	87	87	88	...
.. 1st M.....	92	92	92	92	93	...
.. S. F.....	...	...	...	...	...	...
.. Consol.....	91	91	91	91	91	...
Chic. Rock Isl. & Pac.....	116	116	116	116	116	116
Chicago & R. I. 7s, 1870.....	...	...	...	...	...	...
Chi. R. I. & Pa. 7s, 1896.....	97	97	97	97	97	97
Clev. Col. C. and Ind. 80.....	80	80	80	80	80	80
Clev. & Pittsburgh.....	107	107	107	107	107	107
.. 2 M.....	...	...	...	...	...	...
.. 3 M.....	...	...	...	...	...	...
.. 4 M.....	...	...	...	...	...	...
Clev. and Toledo.....	...	...	...	...	...	...
.. S. F. 7s.....	...	...	...	...	...	...
Col. Chi. & Ind. C.....	...	...	...	...	17	...
.. 1 M.....	83	80	79	79	79	79
.. 2 M.....	...	...	...	...	...	...
Cumberland Canal pref.....	...	...	...	...	...	...
Del. & Hudson Canal.....	121	121	121	121	121	121
Del. Lack. & Western.....	104	104	104	104	104	104
.. 1 M.....	...	...	...	...	...	...
.. 2 M.....	...	...	...	...	...	...
Dubuque & Sioux City.....	...	...	...	...	...	...
Erie Railway.....	23	23	23	23	23	23

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

Th.29.F.30.Sat.1.M.3.Tu.4.W.5

FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	106	106	106	106
U. S. 6s, 1871, coup.	108	108	108	108
U. S. 6s, 1874, reg.	106	106	106	106
U. S. 6s, 1874, coup.	108	108	108	108
U. S. 6s, 10-40s, reg.	106	106	106	106
U. S. 6s, 10-40s, coup.	108	108	108	108
U. S. 6s, 1881, reg.	114	114	114	114
U. S. 6s, 1881, coup.	116	116	116	116
U. S. 6s, '81, O.W.L. y.	108	108	108	108
U. S. 6s, 1881, . . . y.	108	108	108	108
U. S. 6s, 5-20s, reg. '62	112	112	112	112
U. S. 6s, 5-20s, c. 1862.112	112	112	112	112
U. S. 6s, 5-20s, reg. '64	112	112	112	112
U. S. 6s, 5-20s, c. 1864.112	112	112	112	112
U. S. 6s, 5-20s, reg. '65	112	112	112	112
U. S. 6s, 5-20s, c. 1865.112	112	112	112	112
U. S. 6s, 5-20s, r. n. '65	110	110	110	110
U. S. 6s, 5-20s, c. n. '65.110	110	110	110	110
U. S. 6s, 5-20s, reg. '67	110	110	110	110
U. S. 6s, 5-20s, c. 1867.110	110	110	110	110
U. S. 6s, 5-20s, reg. '68	110	110	110	110
U. S. 6s, 5-20s, c. '68 .110	110	110	110	110
U. S. 6s, Pac.R.R.issue	110	110	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

W.28.Th.29.F.30.Sat.1.M.3.Tu.4

Catawissa	37	37	37	37
.. preferred	37	37	37	37
Camden and Amboy	114	114	114	114
.. 6s, 1870	98	98	98	98
.. 6s, 1875	98	98	98	98
.. 6s, 1883	92	92	92	92
.. 6s, 1889	92	92	92	92
.. mort. 6s, '89 95	95	95	95	95
Elmira & Williamsport	40	40	40	40
.. pref.	40	40	40	40
Lehigh Navigation	33	33	33	33
.. 6s, 1884	89	89	89	89
.. Gold L.	89	89	89	89
.. R. R. L.	89	89	89	89
Lehigh Valley R.R.	59	59	59	59
.. 6s new coup.	59	59	59	59
.. 6s new reg.	98	98	98	98
Little Schuylkill R.R.	42	42	42	42
.. 7s	52	52	52	52
Minehill	52	52	52	52
Morris Canal	96	96	96	96
.. pref.	96	96	96	96
.. 1st mort	96	96	96	96
North Pennsylvania	96	96	96	96
.. 6s, 1880	96	96	96	96
.. 7s	94	94	94	94
.. 10s, 1887	94	94	94	94
Northern Central	42	42	42	42
Pennsylvania R.R.	60	60	60	60
.. 1st M.	60	60	60	60
.. 2d M.	100	100	100	100
Penn. State, 6s, 1st series	103	103	103	103
.. 6s, 2d series	105	105	105	105
.. 6s, 3d series	106	106	106	106
.. 6s, W. L.	106	106	106	106
Philadelphia City, 6s	101	101	101	101
.. new	101	101	101	101
Philad. Germ. & Nor.	101	101	101	101
Phila. & Reading	48	48	48	48
.. 7s, 1893	48	48	48	48
Philadelphia and Erie	26	26	26	26
.. 6s	26	26	26	26
.. 7s	88	88	88	88
Schuylkill Navigation	8	8	8	8
.. pref.	16	16	16	16
.. 6s, 1882	73	73	73	73
.. 6s, 1876	70	70	70	70
.. 6s, 1872	70	70	70	70
Susq. Canal	13	13	13	13
.. 6s, 1878	14	14	14	14
Union Canal, pref.	14	14	14	14
.. 6s, 1878	14	14	14	14
Hestonville, (Horse)	13	13	13	13
Chestnut & Wal.	44	44	44	44
Green & Coates	49	49	49	49
2d and 3d streets	49	49	49	49
Spruce and Pine	49	49	49	49
13th and 15th sts.	21	21	21	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

W.28.Th.29.F.30.Sat.1.M.3.Tu.4

Baltimore City 6s, 1875	95	95	95	95
.. 1886	94	94	94	94
.. 1890	93	93	93	93
.. 1884	93	93	93	93
Balt and Ohio	132	132	132	132
.. bonds, 1875	132	132	132	132
.. 1880	90	90	90	90
.. 1885	90	90	90	90
Marietta & Cin. 1st M.	90	90	90	90
.. 2d M.	91	91	91	91
Northern Central	42	42	42	42
.. bonds, 1885	42	42	42	42
.. 1900	42	42	42	42
N. W. Va. 1st mort.	42	42	42	42
.. 2d mort.	42	42	42	42
.. 3d mort.	42	42	42	42
City Passenger R.R.	42	42	42	42

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

Th.29.F.30.Sat.1.M.3.Tu.4.W.5

Boston and Albany	150	150	149	149
Boston and Lowell	149	149	149	149
Boston and Maine	149	149	149	149
Boston and Providence	145	145	145	145
Boston, Hartford & Erie	5	5	4	4
.. 7s, new	29	29	28	30
Cheshire, pref.	83	83	83	82
Concord	135	135	135	135
Connecticut River	135	135	135	135
Eastern	120	120	120	120
Fitchburg	133	133	132	132
Manchester & Law'ree	135	135	135	135
Michigan Central	120	120	120	120
Northern, N. H.	112	112	111	111
Ogdens & Lake Champ	86	86	86	86
.. pref.	107	107	107	107
Old Colony & Newport	96	96	96	96
Ph. Wil. & Baltimore	53	53	54	54
Port'd, Saco & Ports	113	113	113	112
Union Pacific	23	23	26	27
.. 6s	82	82	81	81
.. Land Grant 7s	69	69	70	70
.. Income 10s	72	72	73	73
Vermont & Canada	106	106	106	106
Vermont & Mass.	62	62	62	62
South Boston (Horse)	99	99	100	99
Cambridge	99	99	100	99
Metropolitan	71	71	71	71
Middlesex	71	71	71	71
Central Mining Co.	8	8	8	8
Copper Falls	6	6	8	8
Franklin	8	8	8	8
Huron	8	8	8	8
Isle Royale	8	8	8	8
National	2	2	2	2
Pewabic	2	2	2	2
Pittsburg	19	19	19	19
Quincy	19	19	19	19

London Stock Exchange.

Closing Prices—

Sept. 23. Sept. 16.

Atl. & Gt. West. N. Y. sec. 7 per ct	60	65	60	65
1st mort., 1880	45	55	45	55
Do. 3d, 2d mort., 1881	45	55	45	55
Do. Penn. 1st mort., 1877	45	55	45	55
Do. 3d, 2d mort., 1882	45	55	45	55
Do. Consol. 7 per cent. mort. 1890	25	26	23	24
Detroit and Milwaukee 1st mort. 7s	70	74	70	74
Do. 2d mort. 8 p. c.	70	74	70	74
Erie shares 100 dol. all paid	70	74	70	74
Erie sterlg. 6 p. c. convertible bonds	62	65	60	65
Do. 3d mort. 7 p. c. 1883	—	—	—	—
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 100	100	100	100	100
Do. 7 per cent., 1875	89	91	89	91
Do. 100 dol. shares, all paid	100	110	108	109
Marietta and Cin. R.R. bonds 7 p. c.	78	82	78	82
New York Central, 100 dols. shares	97	99	97	99
Panama General mort. 7s, 1897	97	99	97	99
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	89	91	89	90
Do. \$50 shares	45	48	45	48
Philadelphia and Erie 1st mort. 1881	92	94	92	94
Do. with option to be paid in Phila.	92	94	92	94

American Railroad Journal

Saturday, October 5, 1870.

Stock Exchange and Money Market.

Money has been in fair demand for mercantile use, but has been in less urgent request for speculative purposes. The offerings of funds have been unusually liberal for the season; and rates have been quoted easy for responsible borrowers at 4@6 per cent. on call, and 7@9 per cent. per annum in the discount form. The city banks, in their last weekly return, reported a gain of \$1,666,156 of legal tender notes; with a further loss of \$10,628 of deposits, and \$1,397,743 of specie. They contracted their loan and discount averages \$801,016; and diminished their circulation slightly. Their legal tender average is now a little over 51 millions, as against 61½ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now a trifle over 191 millions, their loans 266½ millions, and their specie reserve 13¼ millions.

The specie reserve of the city banks according to the latest return is \$13,272,981, against \$15,902,849 same time last year. The city bank

deposits are now \$191,055,574, against \$183,124,508 week ending Oct. 2, 1869. The legal tender reserve amounts to \$51,084,092, against \$54,209,088 same time last year. The circulation now stands at \$32,718,199, against \$24,169,409 same time last year. The loans are now \$266,286,601, against \$255,239,649 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$75,080,839 a day, against a daily average of \$73,566,648 the preceding week. The current weeks' exchanges average about 87 millions a day. The city banks, last week, reported a loss of \$1,397,743 of specie, and of \$10,628 of deposits, with a gain of \$1,666,156 legal tender notes. They reduced their loans, \$801,016; and their circulation, \$14,847.

At the annual election of the Bank Clearing House, the general officers chosen were as follows: John Q. Jones, Chairman; Alex. Masterton, Secretary; W. A. Camp, Manager. The operations of the year were reported as follows: Exchanges for the year, \$27,804,539,405 75; Average exchanges per day, \$90,274,487 59; Balances for the year, \$1,036,484,821 79; Average balances per day, \$3,365,210 46. The Clearing House transactions from Oct. 11, 1863, to Oct. 1, 1870, have been as follows: Total exchanges, \$273,661,150,141 93; Total balances, \$11,207,433,048 31.

The city bank exchanges on Wednesday were about 67½ millions.

The coin reserves of the Treasury Department on Monday were \$96,061,662, including \$13,571,300 on deposit on private account; currency balances, \$32,088,505.

National Bank notes to the amount of \$4,079,543 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$333,355,237, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$33,265,601 leaving, with the existing 1,612 banks, (having an aggregate capital of \$427,235,701,) an actual circulation at this date, of \$300,089,636. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,833,850; and for the public deposits, \$16,111,500—making a total of \$358,945,350. The Treasury Department last week redeemed and destroyed \$583,200 of worn and mutilated fractional currency, and issued \$167,387 of new.

The U. S. Sub-Treasury receipts, week ending with Oct. 1, were \$4,388,036 in coin, (including \$3,289,000 from customs duties,) and \$5,402,687 in currency; payments, \$3,961,724 in coin, (including \$337,382 of coin interest,) and \$4,689,383 in currency; balance at the close of the week, included \$61,054,494, of coin, against \$60,628,183 the preceding Saturday, and \$7,364,046 of currency, against \$6,650,742 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$437,231 in coin, (including \$391,157 from customs,) and \$300,809 in currency; payments \$102,070 of coin (including \$66,583 of coin interest), and \$491,943, of currency. On Tuesday, receipts, \$858,958 in coin (including \$801,237 from customs), and \$705,117

in currency; payments, \$58,727 in coin (including \$52,000 of coin interest) and \$234,826 of currency. The balance at the close of business on Tuesday included \$7,643,204 of currency, and \$62,189,886 of coin, against a balance a week previous of \$7,539,102 currency, and \$62,343,660 coin.

The aggregate receipts of the U. S. Sub-Treasury in September were \$45,989,731, including \$14,704,035 from customs; aggregate payments, \$57,098,400, including \$3,988,005 of coin interest.

The U. S. Sub-Treasurer issued in September \$1,137,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,865,601 of coin certificates, received for customs.

Government revenues have been up to a fair average yield, since our last. The excises, during the week yielded about $2\frac{1}{4}$ millions; customs at the port of New York, \$3,162,801, and at the out-ports about a million (in coin) more, making the grand total income for the week equal to about \$7,047,000 in currency. The income of the Government, from excises, since July 1, 1870, has been \$51,776,586. The internal revenue receipts for the month of September, were \$12,902,003 36, against \$13,022,303 87 for the same month last year, being a decrease of \$120,300 51, though nearly \$4,000,000 more than for the corresponding month in 1868. The receipts for the quarter ending Oct. 1, are \$51,776,586 36, against \$49,021,060 02 for the same quarter in 1869, a gain of \$2,155,526 34, and against \$40,650,831 81, being a gain over that quarter of that year of \$11,125,754 55. It is expected that the large reductions of special taxes which took effect Oct 1, will at once show a very considerable falling off in receipts as compared with last year.

Gold has been moderately active, since our last, within a range of from 113@114, closing on Wednesday at 113 $\frac{1}{2}$. The speculative inquiry has been fair. The export drain has been light. The customs call has been liberal. Government has announced that it will sell four millions of Gold in October, as follows: Wednesday, Oct. 5, \$1,000,000; Wednesday, Oct. 12, \$1,000,000; Wednesday, Oct. 19, \$1,000,000; Wednesday, Oct. 26, \$1,000,000. And buy in eight millions of Five Twenties as follows: Thursday, Oct. 6, \$2,000,000; Thursday, Oct. 13, \$2,000,000; Thursday, Oct. 20, \$2,000,000; Thursday, Oct. 27, \$2,000,000. Secretary Boutwell has authorized the U. S. Assistant Treasurer to anticipate the payment of the five per cent. bonds due Jan. 1, 1871, upon an adjustment of the interest at the rate of six per cent. per annum. These bonds were issued under the act of June 22, 1860, and amount to \$7,022,000. Thus far, over a million of these bonds have been redeemed, under the order. On Wednesday Government sold a million of Gold at from 111@113 10. The bids reached \$3,610,000.

The export drain last week was only \$465,260, against \$1,345,408 week ending Sept. 24; less than a million week ending with Sept. 17; $1\frac{1}{2}$ millions week ending Sept. 10; $1\frac{1}{2}$ millions week ending Sept. 3; $2\frac{1}{4}$ millions week ending with Aug. 27th, about three millions the week ending with August 20th, $3\frac{1}{2}$ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. The shipments thus far this year have been about $49\frac{1}{4}$ millions, against $26\frac{1}{2}$ millions same

time in 1869; $66\frac{1}{2}$ millions same time in 1868; $42\frac{1}{2}$ millions same time in 1867; $53\frac{1}{4}$ millions same time in 1866; and $22\frac{3}{4}$ millions same time in 1865. On Wednesday of the current week, the specie exports were unimportant. The exchanges at the Gold Exchange Bank, which were $62\frac{1}{2}$ millions on Thursday of last week, were $55\frac{1}{4}$ millions on Saturday, $29\frac{1}{4}$ millions on Monday of this week, and $38\frac{1}{4}$ millions on Tuesday. On Wednesday they were $45\frac{1}{2}$ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$61,838,547.

The customs demand for Gold last week, averaged \$548,166 a day; thus far, this week, it has averaged \$596,222 a day, or equal to a weekly aggregate of \$3,577,332. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$182,459; and since Jan. 1, 1870, \$8,239,889, against \$11,202,442 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$111,030,136 against \$103,119,535, same time in 1869.

The exports of specie, from this port, last week, were \$465,260 against \$265,196 same week last year; and since Jan. 1870, \$49,230,072, against \$26,680,840 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$337,382; and since Jan. 1, 1870, \$66,777,739 against \$69,315,243 same time in 1869.

The customs revenue of the port on Wednesday was \$749,000; and the coin interest disbursements were \$65,905.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 22d, was \$6,044,019, against \$6,032,410 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Sept. 22, were \$25,626,110, against \$28,936,427 same time last year.

Foreign Exchange has been depressed and lower, closing heavily. Bankers' sixty day bills on London closed on Wednesday at $108\frac{3}{4}$ @ 109 ; sight bills on London, $109\frac{1}{2}$ @ 110 . The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of \$3,257,780, and since January 1, 1870, \$136,984,679 against \$146,691,726, same time in 1869.

Government securities have been in less demand, closing rather less firmly, though not offered freely.

U. S. sixes of 1881 closed here on Wednesday of the current week at $113\frac{1}{2}$ @ 114 ; U. S. Five-Twenties of 1862, $112\frac{1}{2}$ @ $112\frac{1}{2}$; U. S. Five-Twenties of 1864 at $111\frac{1}{2}$ @ $111\frac{1}{2}$; U. S. Five-Twenties of 1865 at $111\frac{1}{2}$ @ $111\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated, $110\frac{1}{2}$ @ $110\frac{1}{2}$; U. S. Five-Twenties of 1867, $110\frac{1}{2}$ @ $110\frac{1}{2}$; U. S. Five-Twenties of 1868, $110\frac{1}{2}$ @ $110\frac{1}{2}$; U. S. Ten-forties at $106\frac{1}{2}$ @ $106\frac{1}{2}$; U. S. Six per cent. currency bonds, $111\frac{1}{2}$ @ $111\frac{1}{2}$.

State bonds have been less active but have varied materially in price.

Railway bonds have been in fair request, for investment purposes at full prices, including Central Pacific Sixes, which closed on Wednesday firmly at $90\frac{1}{4}$ @ $90\frac{1}{4}$. The Union Pacific Sixes closed firmly on Wednesday at $88\frac{1}{2}$ @ $88\frac{1}{2}$. The registered First Mortgage bonds of the Ches-

apeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been in less active speculative demand at variable prices, closing weak and irregular.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 21.	Sept. 28.	Oct. 5.
Cuosols	92 $\frac{3}{4}$	91 $\frac{3}{4}$	92 $\frac{1}{2}$
U. S. 5-20's of 1862...	90 $\frac{1}{2}$	90 $\frac{1}{2}$	91 $\frac{1}{2}$
U. S. 5-20s, 1865....	89 $\frac{1}{2}$	89 $\frac{1}{2}$	90 $\frac{1}{2}$
" 1867	88 $\frac{1}{2}$	88 $\frac{1}{2}$	89 $\frac{1}{2}$
" 10-40s	85 $\frac{1}{2}$	85	85 $\frac{1}{2}$
Erie	18	17 $\frac{1}{4}$	18
Ill. Central.....	113	113	113
At. and Gt. West....	23 $\frac{1}{2}$	26	26

At Frankfurt on Wednesday, U. S. Five Twenties were quoted at $94\frac{3}{4}$.

General business has shown less animation in the line of domestic produce. Breadstuffs and Provisions closed rather heavily. Middling upland cotton closed firmly on Wednesday at $16\frac{1}{4}$ cts. per lb. The stock of cotton now here is given at about 25,000 bales. The receipts at the port this week, have averaged about 5,700 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 122,962 bales, against 143,913 bales same time in 1869-'70; exports same time 30,000 bales, against 18,700 bales same time in 1869-'70; stock on hand at latest dates, 106,000 bales, against 86,654 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,602 pkgs., against 16,871 pkgs., same time in 1869. From Boston, 4,946 pkgs. in 1870, against 6,241 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality have been in less request and heavy; we quote the range at from $6\frac{1}{2}$ @ $16\frac{1}{2}$ c. per lb.; week's receipts, 8,069. Milch cows continue very quiet at \$40@\$100 each, receipts, 53. Veal calves have been quiet at from 4 @ 13 c. per lb.; receipts, 3,802. Sheep continue in slack request at from 3 @ $6\frac{1}{2}$ c.; lambs at 6 @ $8\frac{1}{2}$ c. per lb.; receipts, 35,798. Hogs have been quiet at $8\frac{3}{4}$ @ $9\frac{1}{4}$ c. per lb., all live weight; receipts, 22,405.

Foreign merchandise has been moderately active, and prices have been fairly supported. The dry goods entries at this port, last week, were \$2,871,801, making with the general merchandise imports, a total of \$7,058,078.

Ocean freights have been less active and irregular. For Liverpool we quote flour at 1s. 9d. by sail, and 2s.@2s. 3d. by steamer per bbl.; grain at $5\frac{1}{2}$ @ 6 d. by sail, and $6\frac{1}{2}$ @ $6\frac{3}{4}$ d. by steamer per bushel; cotton at $\frac{1}{4}$ d. by sail and $\frac{3}{8}$ d. by steamer per lb.; and heavy goods 15s.@27s. 6d. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 462.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending October 4th, and since the beginning of the year:

	1869.	1870.
For the week	\$5,011,442	\$3,257,780
Previously reported..	141,680,284	133,726,899

Since Jan. 1

The imports for the week ending Oct. 1, and since the beginning of the year, have been as follows:

Since Jan. 1	\$146,691,726	\$136,984,679
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	1869.	1870.
Dry goods	\$1,680,538	\$2,871,801
Gen. merchandise	3,702,666	4,186,277
Total for the week.	\$5,383,204	\$7,058,078
Previously reported.	231,029,525	224,450,544

Since January 1..... \$236,412,729 \$231,508,622

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 6s, 63; South Carolina 6s, old, 80; do., new, Jan. and July, 68½; do., April and Oct., 70; Illinois coupon bonds, 1879, 100; Georgia 7s, 90; North Carolina 6s, special tax, 23; do., Fund Act, 1866, 40; California 7s, 112; Rhode Island 6s, 100; New York State 7s, Bounty Loan, coupon, 107¾; Alabama 8s, 100; Louisiana 6s, new, 60¼; Brooklyn 6s, W. L., 93; Jersey City W. L., 92; Ohio and Miss. consol. bonds, 88; St. Louis and Iron Mountain 1st mort., 86; Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 79; New York and New Haven R. R., 150; do., 6s, 99; Hannibal and St. Joseph 8s, con., 106¾; South Side R. R. 1st mort., 89½; Quincy and Toledo 1st mort., 83; Chicago and Milwaukee 1st mort., 90; Morris and Essex const. bonds, 88; Central of New Jersey new bonds, 101; North Missouri, 21; do., 1st mort., 85; New Jersey R. R., 114¾; New York, Providence and Boston, 92; Long Island R. R., 67; Western Union Telegraph, 36¾; do., 7s, 93; Adams Exp., 67½; Am. Mer. Union Exp., 42¾; U. S. Exp., 37; Grass Valley gold, 0.31; La Crosse gold, 0.10; Quartz Hill gold, 0.23.

Philadelphia.—West Jersey 7s, 95; do., 6s, 90½; Morris Canal Boat Loan, 77; Pennsylvania and New York Canal 7s, 92½; Wilmington and Reading 7s, 91; Pennsylvania Canal, 25½; Oil Creek and Allegheny River R. R., 44¾; do., bonds, 80¾; Germantown Passenger R. R., 28½; N. Y. and Middle Coal Fields, 5; Pittsburg 5s, 73; Pennsylvania State coupon 5s, 103½; Allegheny County 5s, 76½; McClintock oil, ¾. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101¾@101¾; State 5s, coupon, 103¼@105; do., 6s, W. L., 104@—; do., 1st series, 103½@104; do., 2d series, 105@106; do., 3d series, 110@111; Reading, 49¾@49¾; do., 7s, 1893, 105@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 115@—; do., mort. 6s, 1889, 96@—; do., 1883, 92@92¾; do., 1889, 92@92; Penn. R. R., 60½@60¾; do. 1st mort., 102¼@102½; do., 2d mort., 100@—; Little Schuylkill R. R., 41@42; Morris Canal, 25@30; do., pref., 65@70; do., 6s, 80@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do., 6s, 45@47; Schuylkill Nav., 7½@8½; do., pref., 16@17; do. 6s, 1882, 73@73¾; Elmira and Williamsport pref., 38@40; do., 7s, 1873, 91½@92½; do., 5s, 57@—; Lehigh Coal and Navigation, 33@33½; do., 6s, 1884, 82¾@83; do., R. R. Loan, 89@89½; do., Gold Loan, 88¾@89; North Pennsylvania, 42@42½; do., 6s, 95@96; do., 7s, 94@94½; do., Chattelle 10s, 113@115; Philadelphia and Erie, 26½@26½; do., 6s, 90½@—; Minehill, 51¾@52¼; Catawissa, 12@15; do. pref., 38½@38¾; Lehigh Valley, 58¾@59¾; do. 6s, 96½@—; do., 6s, reg., 98½@99½; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 49@50; Thirteenth and Fifteenth, 20¼@21; Spruce and Pine, 24¾@26; Green and Coates, 39@40; Chestnut and

Walnut, 44@44½; Hestonville, 14@14½; Union, 43@—.

Boston.—Vermont Central and Vermont and Canada 8s, 1889, 103; Western R. R. 6s, 1875, 100¾; Old Colony and Newport 6s, 96; Mansfield and Framingham 7, 93¾; Ft. Wayne, Jackson and Saginaw 8s, 91¼; Michigan Central Air-Line 8s, 1890, 105½; Cedar Rapids and Missouri 7s, 1894, 94½; do. 1891, 92¼; Eastern 6s, 1889, 96; Vermont Central 1st mort., 1886, 84½; do., 2d mort., 37; Burlington and Missouri R. R. 7s, 1893, 89¼; Stanstead, Shefford and Chambly 7s, 83½; Maryland and Delaware 6s, 1885, 69½; Cincinnati, Sandusky and Cleveland R. R., 18½; do., 7s, 1890, 76½; Summit Branch, 37¾; Rutland pref., 73; Troy and Greenbush R. R., 50¼; Norwich and Worcester R. R., 103½; Boston Water Power Co., 14¾; Cary Imp., 8½; Massachusetts 6s, 1875, gold, 108¾; do. 1872, gold, 109¾; do., 5s, 1894, gold, 98; do. 6s, 5-20s, currency, 100½; Maine 6s, 1889, 97½; New Hampshire 6s, 1872, 99¾; Chicago 7s, 98; Cook Co., Ill., 7s, 1889, 97¾; do. 10s, 100; Boston 6s, 1880, currency, 100¼; do. 5s, 1887, gold, 97¾; Portland 6s, 1877, 93¾; do. 1889, 95; St. Louis City 6s, 1887, 85¼; Albany 6s, 1876, 94½; Brunswick 6s, 1870, 99¾; Salem 6s, 1888, 98¾; Allouez Mining Co., 1; Calumet, 75; Hancock 1¼; Hecla, 85.

Baltimore.—Virginia 6s, old, reg., 53½; do., 1867, 59¾; do., 1866, 63½; Maryland Defense bonds, 102¾; Orange, Alexandria and Manassas bonds, 76; Western Maryland 1st mort., undorsed, 75; 2d mort. pref., 65. The latest quotations are: Pittsburg and Connellsville 7s, 1893, 90@92; Baltimore and Ohio, 130@137; do. 6s, 1875, 94@95; do., 1880, 94@94½; do., 1885, 91@93; Northern Central, 40½@42; do., 6s, 1885, 92@93½; do. 1900, 85@88½; do. 6s, 1900, gold, 90@93; Parkersburg Branch, —@7½; N.W. Va. 1st mort., 95@95; do. 2d mort., 95@95; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 90½@91; do., 2d mort., 75@75½; Central Ohio, 24@26½; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@78; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 64@64; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77@77½; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 76@78; do. 3d mort., 8s, 85@—; do., 4th mort., 8s, 74@75¼; Orange, Alexandria and Manassas 7s, 75½@76; Virginia and Tennessee 8s, 82@83; do., 6s, 1st mort., 80@82½; do., 6s, 2d mort., 73@75; Baltimore 6s, 1875, 95½@95½; do., 1884, 90@92; do., 1886, 93½@94; do., 1890, 93@93½; do., 1893, 93½@94; do. 5s, 1838-70, 75@80; Memphis City 6s, 58@58; Maryland Defense Loan, 1883, 102½@103; City Passenger R. R., 20@20½; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

The Acting Commissioner of Internal Revenue gives notice that where persons hold more two cent revenue stamps than they will need, they can exchange them for other stamps at any Collector's office by paying 2½ per cent. on the amount exchanged.

The St. Louis division of the Toledo, Wabash and Western Railway was opened for regular business on the 3d of October.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT
SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Oct. 1, 1870.

THE PRICE OF THE LAST ISSUES OF Five-twenties to-day is 110½—that is a \$1,000 bond will bring, in cash, \$1,105.

The price of Central Pacific bonds to day, is 90¼—that is, a \$1,000 bond can be bought for \$902 50.

The Central Pacific Railroad is well and economically managed, and its revenues are large, certain and constantly increasing, as is shown by the following statement of its earnings since its beginning:

	Gross.	Op. Expenses.	Net.
1865..	\$401,941 92	\$121,669 53	\$280,272 39
1866..	864,917 57	200,710 61	664,206 96
1867..	1,470,653 50	430,913 33	1,139,740 17
1868..	2,300,767 17	843,166 54	1,457,600 63
1869..	5,670,822 25	2,993,523 19	2,677,299 06

The earnings of the main line for the current year will exceed \$8,000,000, and are as follows:

January	\$413,104 41	May.....	\$768,719 77
February....	394,176 47	June	729,274 46
March.....	488,332 91	July.....	784,099 64
April.....	633,758 06	August...	806,040 00

The bonds are dealt in with the same facility as Five-twenties Bonds, and have a market at all the great money centres in the world, such as London, Frankfurt, Amsterdam, and at the New York Stock Exchange. We unhesitatingly advise our friends and customers, who may be thinking of making investments, or exchanging their Five-twenties, to take these bonds as suitable, safe and advantageous.

We buy and sell Government Securities and Central Pacific Bonds, make collections, and allow interest on deposits. FISK & HATCH.

The tax upon Broker's sales is not removed. The act of July 14, 1870, provides that on and after the 1st day of October, 1870, the taxes on sales, saving and excepting such taxes on sales as are by existing laws paid by stamps and the taxes on sales of leaf tobacco, manufactured tobacco, snuff, cigars, foreign and domestic distilled spirits and wine, are thereby repealed. The tax on Broker's sales is paid by stamps and therefore falls within the exception and remains unchanged.

The railroad from New Orleans to Mobile, 138 miles in length, is rapidly approaching completion, 58 miles of the eastern and 22 miles of the western end being finished and in running order. The extensive workshops of the railroad are situated at Mobile, and cover five squares of ground. They are fitted up with all the modern lathes and planing machines, which are driven by an engine of forty horse power. In the locomotive shed are nine forty-ton locomotives, built in Paterson, N. J.

The coupons for interest of the 7 per cent. bonds of the Sunbury and Erie Railroad Company, and of the first mortgage bonds of the Huntingdon and Broad Top Railroad are now in course of payment in gold.

The survey of the Northern Pacific railroad is completed to Puget Sound. The route is entirely practicable.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for nine months from January 1st, were:

	1869.	1870.
Ashes, bbls.....	7,216	5,914
Breadstuffs—		
Wheat flour, bbls.....	2,211,011	2,768,742
Cornmeal, bbls.....	167,127	152,771
Wheat, bush.....	15,426,737	15,419,489
Rye, bush.....	280,485	367,872
Oats, bush.....	4,560,022	6,293,914
Barley, bush.....	431,688	1,397,544
Peas, bush.....	43,475	177,453
Corn, bush.....	7,965,191	6,412,696
Cotton, bales.....	405,804	488,801
Naval Stores—		
Crude turp., bbls.....	12,552	5,800
Spirits turp., bbls.....	50,111	52,056
Rosin, bbls.....	421,341	418,280
Tar, bbls.....	61,502	44,717
Pitch, bbls.....	5,386	2,192
Provisions—		
Pork, bbls.....	69,603	89,362
Beef, pkgs.....	50,518	68,948
Cutmeats, pkgs.....	69,708	78,255
Butter, pkgs.....	444,090	335,892
Cheese, pkgs.....	886,869	995,180
Lard, tcs. and bbls.....	58,958	59,554
Do., kegs.....	9,908	20,179
Whiskey, bbls.....	124,304	153,862

The Exports from New York to foreign ports of certain leading articles of domestic produce for nine months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls.....	3,269	2,396
Do., Pearls, bbls.....	79	58
Beeswax, lbs.....	124,601	218,882
Breadstuffs—		
Wheat flour, bbls.....	1,081,226	1,409,986
Rye flour, bbls.....	3,603	3,166
Cornmeal, bbls.....	107,964	59,207
Wheat, bush.....	13,551,916	13,095,214
Rye, bush.....	123,548	65,734
Oats, bush.....	45,222	13,860
Barley, bush.....	.....	.....
Peas, bush.....	78,230	138,288
Corn, bush.....	1,562,706	315,675
Candles, bxs.....	40,356	29,288
Coal, tons.....	38,030	29,417
Cotton, bales.....	186,291	278,142
Hay, bales.....	22,333	32,223
Hops, bales.....	58,707	19,190
Naval Stores—		
Crude turp., bbls.....	496	403
Spirits turp., bbls.....	16,140	14,212
Rosin, bbls.....	367,102	329,290
Tar, bbls.....	80,098	13,826
Pitch, bbls.....	3,702	3,015
Oils—whale, galls.....	14,873	104,403
Do., sperm, galls.....	496,075	399,374
Do., lard, galls.....	26,436	17,873
Do., linseed, galls.....	11,780	6,261
Provisions—		
Pork, bbls.....	55,143	65,917
Beef, bbls.....	25,060	18,233
Do., tcs.....	45,051	36,883
Cutmeats, lbs.....	42,008,205	22,992,230
Butter, lbs.....	828,882	1,078,083
Cheese, lbs.....	44,999,066	49,214,039
Lard, lbs.....	24,404,794	22,230,301
Rice, tcs.....	349	1,174
Do., bbls.....	7,425	20,262
Tallow, lbs.....	16,906,042	14,720,568
Tobacco, crude, pkgs.....	92,772	66,764
Do., manf., lbs.....	4,367,646	4,754,243
Whalebone, lbs.....	191,232	316,752
Petroleum, galls.....	48,077,477	66,741,106

The officers of the Montpelier and Wells River Railroad, recently elected, are as follows: President, Hon. Roderick Richardson, of Boston; Vice President, Isaac N. Hall, of Groton; Treasurer, John A. Page, of Montpelier; Clerk, Joel Foster, of Montpelier.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.		
	1869.	1870.
Manufactures of wool....	\$1,638,162	\$3,250,579
" cotton....	844,444	1,282,248
" silk.....	1,683,889	2,595,264
" flax.....	752,315	986,844
Miscellaneous dry goods..	624,282	866,442
Total entered for consump..	\$5,543,092	\$8,981,377
WITHDRAWN FROM WAREHOUSE.		
	1869.	1870.
Manufactures of wool....	\$1,861,524	\$1,709,787
" cotton....	387,904	357,772
" silk.....	640,532	646,670
" flax.....	417,908	485,666
Miscellaneous dry goods..	92,050	67,480
Total withdrawn from warehouse.....	\$3,399,918	\$3,267,375
Add entered for consump..	5,543,092	8,981,377
Tot. thrown on the market.	\$8,943,010	\$12,248,752

ENTERED FOR WAREHOUSING.		
	1869.	1870.
Manufactures of wool....	\$1,360,349	\$857,554
" cotton....	487,702	225,989
" silk.....	820,145	576,311
" flax.....	612,856	342,949
Miscellaneous dry goods..	132,458	92,417
Total entered for wareh'g..	\$3,413,510	\$2,095,220
Total entered for consump..	5,543,092	8,981,377
Total entered at the port..	\$8,956,602	\$11,076,597

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1869.	1870.
Manufactures of wool....	\$13,836,746	\$16,053,940
" cotton....	11,432,615	12,234,488
" silk.....	16,196,424	17,592,431
" flax.....	7,772,463	7,915,384
Miscellaneous dry goods..	5,580,462	7,179,403
Tot. entered for consump..	\$54,813,710	\$60,975,646
WITHDRAWN FROM WAREHOUSE.		
	1869.	1870.
Manufactures of wool....	\$9,810,447	\$9,669,331
" cotton....	3,470,392	4,474,514
" silk.....	3,817,947	4,329,876
" flax.....	3,860,206	4,634,875
Miscellaneous dry goods..	1,009,139	1,090,645
Total withdrawn from warehouse.....	\$21,968,131	\$24,199,241
Add entered for consump..	54,818,710	60,975,646
Total thrown on the market.....	\$76,786,841	\$85,174,887
ENTERED FOR WAREHOUSING.		
	1869.	1870.
Manufactures of wool....	\$10,320,774	\$8,905,390
" cotton....	4,019,140	4,160,097
" silk.....	4,655,092	4,408,408
" flax.....	4,298,773	3,691,752
Miscellaneous dry goods..	1,039,856	1,100,199
Total entered warehouse..	\$24,333,635	\$22,265,846
Add entered for consump..	54,818,710	60,975,646
Total entered at the port..	\$79,152,345	\$83,241,492

The Crowsville Observer says that the contract for grading that portion of the Clyde River and Missisquoi Railroad uniting the two sections of the South Eastern Counties Junction Railway, through the adjoining town of Richford, has been taken and operations commenced by sub-contractors Webster and Johnson.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO PERSON CAUSING DEATH MEASURE OF DAMAGES—STATUTORY DIFFERENCE BETWEEN NEW YORK AND WISCONSIN LAW.

The case of Woodward Admr. vs. The Chicago and Northwestern Railway Company, (23 Wis., 400,) was an action commenced in Rock County, by Edmund H. Woodward, administrator, under sections 12 and 13 Chapter 135 R. S., to recover damages resulting from the death of his intestate, Julia B. Woodward, charged by the complaint to have been killed in December 1864, by the negligence of the defendant. The complaint alleged the survivorship of William P. Woodward, the husband of the deceased, and Horace W. Woodward their only child, and claimed special damages to the said William P. Woodward. After this Court had reversed a decision of the Circuit Court sustaining a demurrer to the complaint, (21 Wis., 309,) the defendant answered denying negligence on its part and charging negligence on the part of the deceased, and procured a change of venue to Jefferson county. In the meantime William P. Woodward died, and the defendant filed a supplementary answer, stating the fact, and claiming that by reason thereof the cause of action (if any) had abated. The action came on for trial in February, 1868, the Court holding that it had not abated. After the plaintiff had closed his evidence, the defendant obtained a non-suit, on the ground that it appeared from the plaintiff's own showing that the negligence of Julia B. Woodward contributed to the accident which caused her death. Judgment for costs in favor of the defendant; from which plaintiff appealed. The following is the opinion of the Court delivered by

DIXON, C. J.—With respect to the persons to be benefited by the money recovered in an action of this nature, the statute of this State differs materially from that of New York, and from the English statute, 9th and 10th Victoria, chapter 93. The New York statute provides, that "the amount recovered shall be for the exclusive benefit of the widow and next of kin, and shall be distributed in the proportions provided by law in relation to the distribution of personal property left by an intestate." The English statute declares "that every such action shall be for the benefit of the wife, Husband, parent, and child of the person whose death shall have been so caused." The statute of this State reads as follows: "And the amount recovered shall belong and be paid over to the husband or widow of such deceased person, if such relation survive him or her, but if no husband or widow survive the deceased the amount recovered shall be paid over to his or her lineal descendants, and to his or her lineal ancestors in default of such descendants, and in every action the jury may give such damages, not exceeding five thousand dollars, as they shall deem fair and just in reference to the pecuniary injury resulting from such death to the relations of the deceased specified in this section." By all the statutes, the action must be brought in the name of the personal representative of the deceased, that is, the executor or administrator. Now, while it is apparent, under the English and New York statutes, that the right of action vests at once for the benefit of each and all of the persons entitled to receive any part of the money recovered, and may

maintained so long as any one of such persons survives, it is equally apparent by our statute, that it vests only for the benefit of the husband or widow, in case the deceased leaves such surviving relative, and if no such relative survives at the time of the death, the action may be prosecuted for the benefit of lineal descendants of the deceased; and in default of these, then for the benefit of his or her lineal ancestors. And it seems hardly necessary to add, that if the deceased leaves no relatives of the kind described in the statute, then no action whatever can be maintained. As observed by Duer, J., in *Safford vs. Drew*, 3 Duer, 633, the facts that there are persons entitled by law to claim the indemnity, and that they have sustained a loss justifying their claim, must be proved upon the trial in order to warrant a recovery; and when these facts are not proved, the foundation of the action fails, and the complaint must be dismissed. The language of the statute is so plain, that there seems to be no room for argument as to its meaning.

In this case, the deceased, who was a married woman, left a husband who survived until some time after this action was commenced. Upon her death, therefore, the right of action, by the statute, vested solely and exclusively for the benefit of her husband. He alone was entitled to the amount to be recovered, and could hold and dispose of the same at pleasure. The lineal descendants and ancestors of the deceased had no interest whatever in the action, and the damages to be recovered could not be estimated with reference to the pecuniary injury, if any, resulting to them, or any of them. The damages must have been given in reference to the pecuniary injury and loss of the husband alone; and such is the obvious interpretation of the words in the last clause—"with reference to the injury resulting from such death to the relatives of the deceased specified in this section"—which are to be understood distributively, and not collectively, as counsel seem to suppose.

The question then arises as to the effect of the death of the husband. Did the action abate thereby, or does it survive, so that it may still be prosecuted for the benefit of the infant child of Mrs. Woodward? In answering this question we are first to consider the nature of the action, whether it is one sounding in tort or contract. Upon this point it does not seem to us that there can be two opinions. It is clearly an action of tort. It is an action given to recover damages for an injury caused by the wrongful act, neglect, or the default of another. It can only be maintained where the deceased, if death had not ensued, would have been entitled to sue for and recover damages in respect of the same injury. It is founded upon an injury to the person of the deceased, which could only be redressed in an action of tort. By the common law, the death was a bar to any recovery against the guilty or negligent party, and the legislature, by declaring he shall remain liable to an action, notwithstanding the death, may, in some sense, be said to have declared that the same cause of action shall survive, though based on a somewhat different principle, and with a right of recovery in some respects beyond that which the deceased would have if she had lived.

It being, therefore, an action of tort, and the sole party in interest having died, the next inquiry is, whether it falls within the general rule of the

common law, that such an action does not survive the death of the party in whose favor it existed. It is very clear to our minds that it is not distinguishable in this particular from other actions of tort, and that the common law rule must govern, unless it has been taken out of the operation of that rule by some express provision of statute. We know of no such provision. The statute declaring what actions shall survive in addition to those which survive by the common law, is section 2 of chapter 185 of the Revised Statutes; and this is clearly not one of them.

They are actions for the recovery of personal property, or the unlawful conversion thereof; action for Assault and Battery, or for false imprisonment, or for goods taken and carried away; and actions for damages done to real or personal estate. The provisions of statutes allowing actions of tort to survive are strictly construed, so as not to extend the exceptions beyond the clear intent of the legislature, 14 Gray, 183; 19 Pick., 47; 5 Cush., 543, 9 id., 108.

The position that the action does not abate because the nominal plaintiff, the administrator, still lives, and is ready and willing to prosecute it, seems scarcely worthy of serious thought. The administrator is a mere trustee, so made by the statute, with power to sue for the benefit of his *cestui qui trust*, or the person beneficially interested. He has no right except in virtue of the right of the real party in interest, and if the right of that party is lapsed or lost, so that no recovery can be had upon it, it follows that the action can be no longer maintained. As already observed, whether there is a person in being entitled, under the statute, to the money recovered, and whom the administrator represents, is one of the facts in issue, which must be proved before any recovery can be had. It appears that the person so entitled died, and that the right of action expired with him, and for that reason, if for no other, the judgment of non-suit must be affirmed.

Judgment affirmed.

The *Boston Advertiser* says there is now a strong prospect that the Montpelier and Wells River Railroad will be built. The estimated cost is \$1,200,000. Of this amount, Montpelier has raised by bonds and private subscriptions \$250,000. By bonds of other towns and other subscriptions, \$115,000 more are secured. The directors have a guaranty from responsible parties that if the entire subscription can be raised to \$400,000, the road shall be built, and it requires only \$85,000 more to insure success.

A meeting was recently held at Bachman's Mills to build a railroad from New Freedom, on the Northern Central Railroad, to Westminster, via the Chestnut Hill iron ore banks. Money was subscribed to make the preliminary survey from the Chestnut Hill ore banks to Westminster, the road being already located from New Freedom to the Chestnut Hill ore banks. The survey will begin October 12.

Work has again been commenced on the Eel River Railroad, between Manchester and Columbia City. The Union Construction Company have contracted to have the road completed from Logansport to Butler, DeKalb county, Indiana, by the 1st of November, 1871.

The Public Debt Statement.

The following is a recapitulation of the public debt statement September 30, 1870:

DEBT BEARING COIN INTEREST.

Five per cent. bonds..... \$221,589,300 00
Six per cent. bonds..... 1,739,562,750 00

Total..... \$1,961,152,050 00
Accrued interest..... 41,092,753 50

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates \$45,135,000 00
Navy Pension fund 3 per cent.. 14,000,000 00

Total..... \$59,135,000 00
Interest 579,557 03
Debt on which interest has ceased since maturity \$3,437,067 35
Interest \$450,936 11

DEBT BEARING NO INTEREST.

Demand and legal tender notes. \$356,103,971 00
Fractional currency 39,541,184 48
Certificates of gold deposited.. 13,571,300 00

Total..... \$409,216,455 48
Total amount outstanding.... \$2,432,940,572 88
Total interest..... 42,123,246 64

Total debt, principal and interest, to date, including interest due and unpaid \$2,475,063,819 47

AMOUNT IN TREASURY.

Coin \$96,061,661 89
Currency..... 32,088,505 30

Total..... \$128,150,167 19
Debt less amount in Treasury.. \$2,346,913,652 28
Debt less amount in Treasury September 1, 1870. 2,355,921,150 41

Decrease of debt during the past month \$9,007,498 13

Decrease of debt since March 1st, 1869..... \$178,549,607 73
Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,236,512	\$408,547 68
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	94,545 00
Sioux City and Pacific..	1,628,320	24,424 80
Central Pacific.....	25,881,000	388,215 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	24,000 00
Western Pacific.....	1,970,000	29,550 00

Totals \$64,618,832 \$969,282 48
Interest paid by United States. \$8,815,345 49
Interest repaid by transportation of mails, etc. 2,293,287 55
Balance of interest paid by United States..... 6,522,057 94

The stockholders of the Mississippi River Railway have elected H. S. McComb, John Overton, J. S. King, E. Norton, F. M. White, S. H. Bernard, A. T. Lacy and John L. Norton, directors; A. T. Lacy, president, and John L. Norton, Secretary.

The officers of the Connecticut Valley Railroad Company, recently chosen at Hartford, are: President, J. C. Walkley; Vice-president, Luther Boardman; Secretary, Levi Woodhouse; treasurer, O. D. Seymour; engineer, Seth E. Marsh; attorney, H. H. Barbour, Esq.

Commerce of New York.

The foreign imports at New York for the month of August 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumption...	\$15,895,785	\$18,722,822
Do. for warehousing....	10,008,548	9,965,682
Free goods.....	1,822,924	1,141,295
Specie and bullion.....	159,927	430,726

Total entered at port...	\$27,887,134	\$30,260,025
Withdrawn fr. warehouse	11,706,290	11,305,475

The foreign imports at New York for the eight months from January 1, were:

	1869.	1870.
Entered for consumption...	\$109,111,441	\$112,178,072
Do. for warehousing....	93,824,664	85,387,812
Free goods.....	10,409,867	8,571,485
Specie and bullion.....	10,373,674	7,788,675

Total entered at port...	\$223,719,546	\$218,926,044
Withdrawn fr. warehouse	72,845,055	80,203,700

The revenue from customs at New York for eight months from January 1, were:

	1869.	1870.
6 months.....	\$63,467,409 94	\$67,581,811 10
In July.....	10,045,078 14	10,592,841 37
August.....	13,845,030 69	15,078,512 90

Eight months.....\$87,857,518 77 \$93,253,165 37
The exports from New York to foreign ports in the month of August, were:

	1869.	1870.
Domestic produce.....	\$17,975,524	\$12,599,436
Foreign free goods.....	54,356	484,152
Do. dutiable.....	594,339	808,944
Specie and bullion.....	3,027,940	10,087,040

Total exports.....	\$21,652,159	\$23,979,572
Do. exclusive of specie.	18,624,219	13,892,532

The exports from New York to foreign ports for eight months from January 1, were:

	1869.	1870.
Domestic produce.....	\$118,218,016	\$111,264,616
Foreign free goods....	238,246	782,480
Do. dutiable.....	4,522,356	6,854,123
Specie and bullion.....	24,954,457	43,850,091

Total exports.....	\$147,933,075	\$162,751,310
Do. exclusive of specie.	122,978,618	118,901,219

Richelieu, Drummond and Arthabaska Railroad.

The Montreal Gazette says that this company has got over the little difficulties formerly in the way of its commencing work satisfactorily, and the road is now to be made as soon as possible. The tender of Mr. Senecal, M. P., who resigned his post as Director and Vice-President of the Company, and offered to construct the road, put on a certain amount of rolling stock, build stations, workshop, bridges, &c., (with the exception of the bridge over the river Yamaska, which is to be extra,) at the rate of \$5,000 per mile of road, has been accepted by the Board, and a contract signed in accordance with its terms. Mr. Senecal guarantees that the road shall be constructed in time to take advantage of the Colonization Railway Act, and includes with his contract a lease of the road from the time of its construction to 1st December, 1873, paying as rent 6 per cent. upon the cost. Dr. Fortin, M. P., for Yamaska, was elected Director and Vice President in the stead of Mr. Senecal. In consequence of Mr. Butler's removal to Melbourne to reside, that gentleman resigned his post as Secretary and Treasurer of the Company, and A. C. Wurtele, Esq., of River David, was elected to succeed him.

The Greencastle (Pa.) Echo says that work on the Southern Pennsylvania railroad is being rapidly pushed forward by the energetic contractors, Messrs. Rice, Rehill & McTague. The piers for the bridge at Hawbecker's mill are completed, and the work has commenced on those for the bridge over the Conococheague, on the Fredricks farm.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT MAKERS, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.
Philadelphia August 1, 1870.

To Contractors.

THE line of the Portsmouth, Great Falls and Conway Railroad will be ready for examination on and after the 10th inst. Proposals will be received at the Eastern Railroad Office, Causeway street, Boston, until Thursday noon, 20th inst. Profiles, maps and specifications may be seen at same office after 10th inst. The right to reject any and all bids is reserved.

GEO. M. BROWN, President.

To Contractors.

PROPOSALS will be received until Monday October 10, at twelve o'clock noon, for the graduation, masonry and bridging of the Shepley Valley Railroad, extending from Litchfield to Hanleyville, in the State of Connecticut, a distance of about 32 miles. Plans, profiles and specifications may be seen at the office of the chief engineer in Litchfield; payments will be made ninety per cent. in cash and ten per cent. in the stock of the company at par; contractors will be required to give security for the faithful performance of their contracts; the right is reserved to reject any or all bids not considered advantageous for the company.

J. DEMING PERKINS, President.

D. N. BEARDSLEY, Wholesale Dealer in Railroad Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

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OTIS BROTHERS & CO.,
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We have REDUCED our PRICES to correspond with the times, and have increased our Facilities for Manufacturing, and are prepared to fill orders to any extent.

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INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.

The transfer books will be closed Saturday, September 24, 1870.

RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York
September 20, 1870. 6139

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

THE NEW JERSEY STEEL AND IRON COMPANY,
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MARTIN STEEL.

Acknowledged by all who have used it to be the best material now made for
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Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its *Remarkable Toughness*, its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made for sections and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.
 Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON,
WM. H. DEGROOT,
WM. B. MAXSON,
 Executive Committee.

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Demand and Time Bills of Exchange, payable in London and elsewhere, bought and sold at current rates; also, cable Transfers.

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 Clawsbays make. Now in yard and for sale by

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Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

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SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

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THE UNDERSIGNED CONTINUE TO MANUFACTURE the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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Cold Rolled Shafting.

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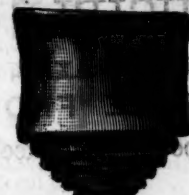
National Spring Works,

1 Barclay St., New York.

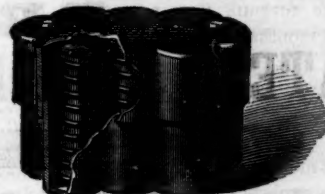
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Small Rubber Centre Groupe Spiral



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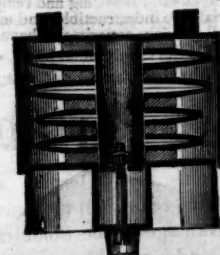
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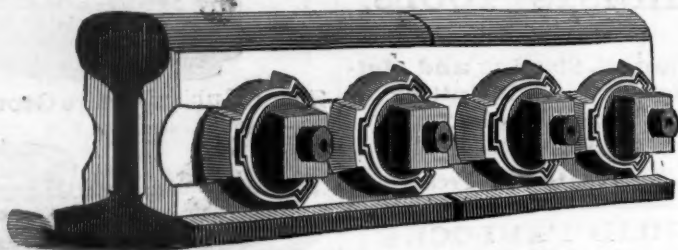
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Oct. 20, ALASKA, CAPT. GRAY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer AMERICA, will leave San Francisco Nov. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. WEDNESDAY, Oct. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on TUESDAY, Oct. 18, only.

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